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TRIDENT CONSTRUCTION PROGRAM—NSB KINGS BAY, GA

HEARING

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

UNITED STATES SENATE

NINETY-NINTH CONGRESS

FIRST SESSION

SPECIAL HEARING

Department of the Navy
Nondepartmental Witnesses

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TRIDENT CONSTRUCTION PROGRAM—NSB, KINGS BAY, GA

WEDNESDAY, FEBRUARY 13, 1985

U.S. SENATE,
SUBCOMMITTEE ON MILITARY CONSTRUCTION,
COMMITTEE ON APPROPRIATIONS,
Washington, DC.

The subcommittee met at 10 a.m. in the offices of the OICC Trident, St. Mary's, GA, Hon. Mack Mattingly (chairman of the Military Construction Subcommittee) presiding.

Present: Senators Mattingly and Ted Stevens.

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE NAVY

NAVAL FACILITIES ENGINEERING COMMAND

STATEMENT OF REAR ADM. JOHN PAUL JONES, JR., COMMANDER, NAVAL FACILITIES ENGINEERING COMMAND

ACCOMPANIED BY:

- COMMODORE KENNETH C. MALLEY, TECHNICAL DIRECTOR, STRATEGIC SYSTEMS PROGRAM OFFICE, DEPARTMENT OF THE NAVY
- COMMODORE T.E. LEWIN, DIRECTOR, STRATEGIC SUBMARINE DIVISION, OFFICE OF THE DEPUTY CHIEF OF NAVAL OPERATIONS, SUBMARINE WARFARE
- CAPT. JAMES GREENWALD, USN, OFFICER IN CHARGE OF CONSTRUCTION, TRIDENT

Naval Submarine Base, King's Bay, GA

OPENING STATEMENT OF SENATOR MATTINGLY

Senator MATTINGLY. The subcommittee will come to order. Good morning, and let me welcome each and everybody to this hearing. I am extremely pleased to begin today the hearings on the fiscal year 1986 military construction appropriation request. I am pleased because of the location here in St. Mary's, GA, Camden County. It's the home of the Kings Bay Naval Submarine Base and the future home of the Trident submarine, one of the vital parts, I believe, of our national defense.

I am also pleased to have with me this morning the distinguished Senator from Alaska, Ted Stevens. Senator Stevens is the chairman of the Subcommittee on Defense Appropriations and, also, a very strong supporter of our national defense. I am honored that

Senator Stevens has been able to take the time from his busy schedule to join us here today, and I want to take this time to publicly thank him for coming here and for his support of those defense programs so vitally important to our Nation. He has been a long-time friend of mine, a personal friend of mine, but I think more than that, he's one of the strongest patriots that we have serving in the U.S. Congress today.

HEARING JUSTIFICATION

Today's hearing will focus on the Trident Program and its impact on this area of Georgia. We will receive testimony on the $404 million being requested for facility construction at this major new installation, as well as the overall Trident Program.

The justification for this hearing is very simple. The request for military construction of $404 million is the largest individual request for a base within the entire $10.4 billion request for military construction and military family housing for fiscal year 1986. The Kings Bay request is second within the United States only to the entire request for the State of California. Therefore, the Kings Bay Program represents nearly 20 percent, I believe, of the Navy's request for military construction.

FUNDING FOR KINGS BAY

The request for Kings Bay, as included in the President's budget, is the largest of the many years of funding, past and future, necessary to complete this base. I note with interest that the estimated cost of construction, including community impact funding, will be approximately $1.5 billion, and this amount is equal to about the cost of just one Trident submarine, which will be homeported here beginning in 1989. I believe that sort of puts into perspective the enormous costs to defend this great Nation. The cost of constructing this base, while certainly not a small amount, is really just the beginning, because once the base is fully operational and the Trident system is in place, the day-to-day operation, the maintenance of the base, and the squadron of submarines will have an enormous impact, economically and otherwise, on this community.

AREAS IMPACTING ON BASE

While the impact from Kings Bay will have a great impact on the area, I think we must look at any area which might impact this base. I have been made aware recently of an issue which might possibly have an impact here at Kings Bay, and that is the practice of procuring machine tools from foreign sources. I hope that the Military Construction Committee, but especially the Defense Appropriations Committee, will look into this matter because it impacts not only on trade with the United States, but also on U.S. firms with the capability of manufacturing these machine tools here, and also our ability to get spare and replacement parts during a potential crisis in the future.

EFFECT OF FISCAL 1986 BUDGET ON PROGRAM

I must also point out that with the budgetary problems which the Congress will review and act upon over the next several months that a program of this size will undoubtedly come under very close scrutiny. I know that this program is justified and vitally needed to ensure that the operational capability of this base is not jeopardized, but, I must also say, that along with my subcommittee colleagues and the entire Congress, we are going to be carefully looking at every dollar that could be reduced without having an impact on the initial IOC of Kings Bay, as well as other military construction requests.

When I return to Washington next week and as we continue our deliberations on the budget, I plan to ask the Department of Defense what the impact on military construction would be if a budget freeze were imposed, and what items might possibly be able to be deferred into the outyears. I think this is something that we should all consider, and I hope the Department of Defense and the services will provide us with their priorities in these construction areas.

INTRODUCTION OF WITNESSES

Now, with that behind me, let me welcome our witnesses who will speak on a variety of topics related to Kings Bay. First, from the Navy, our witnesses are Rear Admiral Jones, Commander of the Naval Facilities Engineering Command; Commodore Malley from the Strategic Defense Systems Program Office; and, Commodore Lewin, Director of the Strategic Submarine Division in the Office of the Deputy Chief of Naval Operations for Submarine Warfare.

Our local witnesses include the Honorable Fred Sutton, mayor of the city of Kingsland; the Honorable Don Mitchell, mayor of the city of Woodbine; Mr. Dave Parrish, president of Southeast Grading Co.; Mr. Ken Taylor, representing the NAACP of Camden County; and, Mr. Farrell Thomas, chairman of the St. Mary's Airport Authority.

I believe I have included all of the witnesses, and let me extend them another welcome. We look forward to hearing your testimony.

Now let me turn to my good friend, Senator Stevens, for any remarks he would like to make as we begin this hearing.

STATEMENT OF SENATOR STEVENS

Senator Stevens. Thank you, Senator Mattingly. I am pleased to be here with you in Kings Bay, GA. I remember that they told us they couldn't bring a submarine base into Alaska because it was too cold. I am pleased to be here this morning in warm, sunny southern Georgia.

IMPORTANCE OF DEVELOPING TRIDENT SYSTEM

As you indicated, a part of the budget for this base is under the Defense Appropriations Subcommittee, which I chair. As a matter of fact, $561.1 million is budgeted for Kings Bay for 1986 under the bill that will come before my subcommittee, in addition to what you've indicated in the military construction bill. It's a very expensive system to build, maintain, and operate, but the Trident system is currently our most advanced, developed, and most reliable leg of our strategic triad. As Chairman of the Senate Observers Group to the arms control talks in Geneva, I believe the Trident system will give us the stability that we need to go to those talks from a position of strength.

About a month ago, I had the opportunity to watch my wife launch the seventh Trident submarine, the U.S.S. *Alaska*. We have tried to keep this program current, to keep our commitment to this leg of our triad strong and reliable. But we also must try to do what we can to keep this program affordable.

I am pleased to be here with you today to be part of the examination of the Trident Program. It's a tremendous expenditure. I think this is probably the largest expenditure in the defense budget for any specific area in the United States. It's a very important thing for us to look into, and we hope we get the answers, gentlemen, because we're going to have to answer even tougher questions than we give to you today when we face some of our own colleagues in the markup sessions in our appropriations bills.

I am delighted to be with you here, Mack.

Senator Mattingly. Thank you. I might add that Senator Stevens is also chairman of the delegation that will be representing the Congress at Geneva, so he is deeply involved in all aspects of our national security.

INTRODUCTION OF DEPARTMENTAL WITNESSES

I think now we will begin with the Navy's presentation on the construction at Kings Bay and the Trident Program. After the Navy has completed their testimony, Senator Stevens and I will have a series of questions for the Navy witnesses. Following that, we will begin with our local witnesses in the order which I introduced them earlier.

Let me just say for the record, that, as we would do at our hearings in Washington, we've asked the witnesses to try and limit their oral presentations to 10 minutes, but that we will be happy to include more detailed statements as part of the hearing record. I also might add that since we don't want to bore everybody with all of our questions, that we may also submit questions for the record to come back in written fashion.

So, at this point, Admiral Jones, if you would please begin the Navy's testimony and introduce your colleagues as necessary.

INTRODUCTION OF ASSOCIATES

Admiral Jones. Thank you, Mr. Chairman. It's a pleasure to be with you here today. Commodore Malley will be the witness for the weapon system, and I will handle the military construction. Assisting Commodore Malley is Commodore Lewin, and I have with me, Commander Gagen. We will submit our full statements for the record.

Commodore Malley will start with a brief summary of his statement, and then I'll follow with a summary of mine. Then we have two short presentations, one by Commodore Malley and one by Captain Greenwald.

Sentor **Mattingly**. Good. Thank you. Everybody, I want you to listen very closely to Admiral Jones because he has a lot of credibility because he was born in Brunswick, GA.

Admiral **Jones**. It is a particular pleasure to be here in southeast Georgia with you, sir.

THREE MAJOR ELEMENTS OF TRIDENT II (D–5) PROGRAM

Commodore **Malley**. Thank you, Admiral; Senator. It is also a pleasure for me to be here today, and my summary will consist of a brief overview of the Trident II (D–5) Program. There are three main elements to the program. First, there is the construction of the Trident submarine with a capability to handle the D–5 weapon system. The first such capable submarine is the SSBN 734, which is the ninth *Ohio* class submarine now being constructed by the Electric Boat Division of General Dynamics at Groton, CT. The 734 is in the fourth year of construction and all effort is proceeding smoothly and on schedule.

The second element of the program includes the development and initial production of the strategic weapon system components for installation on that submarine and the development and initial production of the missile, which will be outloaded onto the submarines at Kings Bay, and eventually at a submarine base at Bangor, WA.

These elements of the Trident II Program are in their second year of a 6-year development program. To date, all the strategic weapons subsystems, Government furnished information, and equipment for the construction of the 734 is on schedule. The missile subsystem is proceeding on schedule to support the start of flight testing from a launch pad at Cape Canaveral in January 1987. These flight tests will continue until 1989, when the 734 is delivered to the Navy and ready to commence the final series of development flight tests off the cape. All these elements are also in good shape.

The third element of the Trident II (D–5) Program is the construction of facilities here at Kings Bay, GA, to support the squadron of Trident submarines which will deploy from this facility.

FACILITIES OF PRIMARY CONCERN

The facilities which are of primary concern to me are the Trident refit facility, which will provide support to the routine maintenance of the submarines, the Trident training facility, which will provide the crews with the training necessary to operate the submarine, and the strategic weapons facility, Atlantic, which will assemble the missiles for outload on the Trident submarines.

There are, of course, many other supporting facilities required to support the entire program here, such as the personnel support facilities and the dredging operations.

In summary, we are on schedule and within cost to support the Trident Program, and I will cover the program in more detail during my presentation.

This concludes my opening remarks. A copy of my full opening statement will be provided for the record. Thank you.

[The statement follows:]

PREPARED STATEMENT OF COMMODORE KENNETH C. MALLEY, USN

TECHNICAL DIRECTOR

STRATEGIC SYSTEMS PROGRAM OFFICE

Commodore K. C. Malley: Mr. Chairman, members of the committee, I am Commodore Ken Malley, Technical Director, Strategic Systems Programs. This office has the responsibility for the development, production, acquisition, and life-cycle support for the Strategic Weapon Systems installed on board the Navy's Fleet Ballistic Missile submarines. In addition, this office has responsibility for the design and acquisition of those TRIDENT submarines which are constructed with capability to carry the TRIDENT II (D5) missile.

Today I will discuss the Navy TRIDENT II (D-5) Ballistic Missile program.

The TRIDENT submarine, also known as the Ohio 726 class submarine, is the newest addition to the ballistic missile submarine fleet. The first eight TRIDENT submarines will be outloaded with TRIDENT I (C4) missiles and will conduct their patrols from their base at Bangor, Washington. The first eight TRIDENT submarines will be backfitted with TRIDENT II (D5) capability during their first scheduled overhaul commencing in the early 1990s.

Beginning with the ninth TRIDENT submarine, new construction TRIDENT hulls will be equipped with the capability to carry the TRIDENT II (D5) missile. The first TRIDENT II (D5) configured submarine, the 734 is being constructed and is on schedule. All government furnished design information and equipment is being provided to meet the needs of the shipbuilder, Electric Boat Division, General Dynamics.

The TRIDENT II (D5) strategic weapon system is currently in its second year of full scale engineering development and production of ship installed weapon system equipment is underway to meet initial system operational capability in 1989. The first flight test of the TRIDENT II (D5) missile is scheduled to take place at the Eastern Test Range, Cape Canaveral, in January 1987. TRIDENT II will be flexible, and highly survivable as the sea based leg of the strategic triad well into the next century. The weapon system consists of a larger and more accurate missile than C-4 with high-accuracy stellar inertial guidance; a modified new navigation hardware to provide more accurate positioning data; and improved fire control system to accommodate accuracy improvements; and associated ship installed equipments required to support the weapon systems' functions.

The TRIDENT II (D5) missile has three propulsive stages and a greater payload capability than the TRIDENT I (C4) missile. TRIDENT II will carry a higher yield MK 5 reentry body and is designed to deploy as well with the MK 4 reentry body which is currently deployed on the TRIDENT I (C4) missile. This payload flexibility will provide the TRIDENT II weapon system with effectiveness across the full target spectrum.

TRIDENT II (D5) system performance will be improved over TRIDENT I (C4). Accuracy improvements contribute to overall system effectiveness. The accuracy improvements, combined with the MK 5 payload will give the TRIDENT II system a hard target kill capability. The range capability of the TRIDENT II (D5) missile when combined with improved accuracy and greater payload enhances the capability of our sea based deterrent force.

Technical highlights for FY 1984 TRIDENT II development include testing of all critical accuracy-dependent components and subsystems which determined that system accuracy is achievable; tests of boost propulsion technology that supported range predictions; flight tests of MK 5 reentry body materials that proved they perform satisfactorily; and near-full scale testing of launcher components that confirmed expected performance is achievable.

The Strategic Systems Program Office is the systems integrator for the TRIDENT II development program. Our technical branches work with their subsystems' prime contractors in the management of subsystems' requirements and interfaces with other weapon system subsystems. The prime contractors and their subsystem responsibilities are: Charles Stark Draper Laboratories, Guidance subsystem; General Electric Company, Fire Controlsubsystem; Interstate Electronics Corporation, Test Instrumentation; Lockheed, Missile subsystem; Sperry Corporation, Navigation subsystem; and Westinghouse Electric Corporation, Launcher subsystem.

Contracts have been awarded to all subsystem prime contractors for full scale engineering development to achieve the 1989 initial operational capability.

Submarine Base, Kings Bay, GA

In parallel with the major development effort of the missile and supporting subsystems sure gave the major Military construction Project to support the TRIDENT II program. In order to fully support both the TRIDENT II Submarine and the D-5 Missile, it is necessary to build an east coast operating base similar to the TRIDENT submarine base in Bangor, Washington.

The Naval Submarine Base, Kings Bay is primarily a Host organization. It's function is to support three major tenent commands which will give direct support to the TRIDENT II program, and in addition provide common support services for the Submarines, for the personnel, and for the numerous other tenants. It will act as a logistics activity for the tenents by providing family and bachelor housing, retail goods and foods, recreational facilities, and community related facilities and activities.

The Strategic Weapons Facility, Atlantic (SWFLANT) will provide facilities for the receipt and storage of missile components, the processing of those components, and the assembly and storage of missiles. SWFLANT will also provide for the transfer of those missiles to the Explosive Handling Wharf and the loading of those missiles onto the TRIDENT submarine. Offloading of missiles and repair of returned missiles will also be within the SWF capability. Production of TRIDENT II missiles for the initial outload of the SSBN 734 will commence in early 1989.

The TRIDENT Refit Facility, Atlantic (TRFLANT) will provide industrial facilities for hull, mechanical, electrical, and electronic repair in direct support of the submarine. Three fully equipped Refit Piers, a covered drydock, and a magnetic silencing facility will be provided to allow berthing of the submarine during various refit functions. Additionally a full repair parts supply facility will be part of the complex. the function of the Refit Facility is to perform corrective maintenance as well as preventive maintenance on the submarine, and schedule it in such a way as to allow the submarine to return to its patrol status in a very short time.

The TRIDENT Training Facility, Atlantic (TTFLANT) will provide, in a single building, all of the technical training requirements for the submarine and weapons system. Through training devices of a highly sophisticated nature, crews will be initially trained and will also be provided refresher training in an efficient and time - saving manner during non-patrol periods. The Training Facility will be the largest building on the base, having more than five hundred thousand square feet of space under roof.

Perhaps the most significant element of the support system will be the personnel needed to operate and maintain the large number of facilities planned. It is anticipated that at steady state there will be nearly 11,000 military and civilian Navy personnel assigned to the base. Contractor personnel and dependents will bring the total to about 25,000.

The missile flight test facility now under construction at Cape Canaveral has two functions: support to the development flight test programs and support to the continual demonstration of test flights. To date, this facility has supported the flight test programs of five generations of fleet ballistic missiles. To support the TRIDENT II (D5) development flight test program, which commences in FY 1987, this facility is being modified with a new launch pad. Delivery of missile system acceptance and checkout equipment to the test facility at the Cape begins in 1986.

In summary, I am confident that the Navy's Strategic Systems Programs Office will continue toward, as we are directed to, the operational mission requirements of the Navy's strategic offensive missile systems. I am pleased to report that the strategic weapon system, as presently planned and budgeted, is on schedule, within costs and all tests to date indicate that we should meet the required performance.

It is a pleasure to be here in Kings Bay, Georgia today and we appreciate the warm acceptance that the Navy has received from the local communities and hope that in the future the Navy will make all of these fine people sitting here today, as proud to be our neighbor as we are proud to be theirs.

COMMODORE KENNETH C. MALLEY, TECHNICAL DIRECTOR

Commodore Kenneth C. MALLEY was born in Newark, New Jersey on 12 December 1934 and enlisted in the United States Navy in August 1952. In 1953, Commodore MALLEY entered the U. S. Naval Academy and was commissioned an Ensign in 1957. While at the U. S. Naval Academy, he met his wife, Catherine Margaret (Peg) Potter of Dundalk, Maryland. They were married on June 8, 1957.

Upon graduation from the U. S. Naval Academy in 1957, he served three years at sea with the Destroyer Force Atlantic Fleet with tours on the USS BORDELON (DDR-881) and Commander Destroyer Division 322. In 1960 he attended the Naval Postgraduate School in Monterey, California, where he received a Masters of Science Degree in Electrical Engineering. In 1963 he returned to sea duty as Weapons Officer on the USS FARRAGUT (DLG-6). Commodore MALLEY was designated Ordnance Engineering Duty Officer in 1964 and was assigned to the Bureau of Naval Ordnance as the Unit Head for Navy gun and rocket fire control systems and was the project officer for the Navy's first digital track-while-scan gun fire control system, the GFCS MK 83.

In 1967, he was transferred to the Strategic Systems Program Office, for duty with the Naval Plant Representative Office in Sunnyvale, California, where he served as Head of the Missile Branch and eventually the Engineering Division, working on the POLARIS and POSEIDON missile programs. In 1970, Commodore MALLEY was reassigned to the Strategic Systems Program Office in Washington, D.C., as Head of the Engineering Section of the Missile Branch and was heavily involved in establishing the technical and contractual requirements for the TRIDENT-I (C-4) missile subsystem. In 1975 he was assigned to the Naval Ordnance Station, Indian Head, Maryland as the Support Director.

In May 1976, Commodore MALLEY returned to the Strategic Systems Program Office and served as Head of the Missile Branch, until August 1980 when he became the Deputy Technical Director.

In November 1980, Commodore MALLEY assumed his present position as Technical Director, Strategic Systems Programs. In this assignment he is the senior technical manager for the development, production and operational support of the Navy's strategic weapons systems - POLARIS, POSEIDON, and TRIDENT.

Commodore MALLEY wears the National Defense Service Medal for services in the Korean and Viet Nam conflicts. He also wears the Navy Achievement Medal and Meritorious Service Medal for his contributions to the POSEIDON development program. In 1980 he was awarded the Legion of Merit for his significant efforts associated with the successful development and on-schedule deployment of the TRIDENT weapon system.

Commodore and Mrs. MALLEY have two sons and presently reside in Southern Maryland.

CONSTRUCTION PROGRESS OF FACILITIES

Admiral **Jones**. Mr. Chairman, my summary will include the construction progress of some of the facilities that Commodore Malley mentioned. Our construction program at Kings Bay started in 1982. It will span 10 years, and, as you noted in your opening remarks, cost about $1.5 billion. It will provide the refit facilities for the Trident submarine, the strategic weapons facilities for the Trident missile production, personnel support facilities for base personnel, the people that work in the refit facility and the strategic weapons facility, as well as the support facilities for the submarine crews. It also provides dredging, which will permit the submarines to get into Kings Bay, and it develops the road and utilities infrastructure for the base.

COSTS FOR INITIAL TRIDENT BUILDUP

Fiscal years 1982 through 1984 included about $350 million, primarily for dredging and utilities, and a few support facilities that were required for the initial Trident buildup. In the 1984 program, we also included the Trident training facility. That was the first major facility included in the program. In 1985, we had $200 million appropriated for the program, primarily for the first increment of the refit facility and the strategic weapons facility. Contracts for all but one of the projects in the 1985 program have been awarded, many are under construction, and we are proceeding on schedule with the 1985 program.

FISCAL YEAR 1986 BUDGET REQUEST

Turning to 1986, we are requesting just over $400 million, as you noted, almost all of which is for submarine and missile operating facilities. They must be started early in fiscal year 1986 in order for us to meet the initial operating capability date of December 1989.

Specifically, our 1986 request includes $161 million for the second increment of the refit facilities, including $125 million for the drydock; $144 million for the second increment of the strategic weapons facilities; $59 million to continue the dredging and the utilities infrastructure; $34 million for support facilities, and $6 million for community impact assistance. All of these projects are well into design. We will be able to award contracts for this work early in fiscal year 1986.

As you noted in your opening statement also, the $404 million request amounts to about 20 percent of the total Navy military construction request for fiscal year 1986. I think that underscores the importance that the Navy puts on this important program.

PREPARED STATEMENT

We appreciate your support in the past, and we urge your favorable consideration of our fiscal year 1986 request. That concludes the summary of my statement. The full statement will be submitted for the Record.

[The statement follows:]

PREPARED STATEMENT OF REAR ADM. JOHN PAUL JONES, JR., USN
COMMANDER
NAVAL FACILITIES ENGINEERING COMMAND

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I AM REAR ADMIRAL JOHN PAUL JONES, JR, COMMANDER OF THE NAVAL FACILITIES ENGINEERING COMMAND. I APPRECIATE THE OPPORTUNITY TO REVIEW THE NAVY'S FISCAL YEAR 1986 MILITARY CONSTRUCTION BUDGET REQUEST FOR THE TRIDENT PROGRAM WITH YOU. I WILL COMMENT ON THE PROGRESS OF CONSTRUCTION OF THE MANY FACILITIES COMMODORE KENNETH C. MALLEY DESCRIBED IN HIS OPENING STATEMENT.

TRIDENT PROGRAM

SINCE 1982 WE HAVE BEEN CONSTRUCTING FACILITIES AT KINGS BAY TO SUPPORT A SQUADRON OF TRIDENT SUBMARINES AND THE NEW GENERATION TRIDENT II OR D-5 MISSILES AT KINGS BAY. OUR TRIDENT CONSTRUCTION PROGRAM WILL SPAN 10 YEARS AND COST $1.5 BILLION. THIS LARGE MILITARY CONSTRUCTION PROGRAM IS REQUIRED TO PROVIDE REFIT FACILITIES FOR THE TRIDENT SUBMARINES; STRATEGIC WEAPONS FACILITIES FOR TRIDENT II MISSILE PRODUCTION; PERSONNEL SUPPORT FACILITIES TO SUPPORT THE SUBASE, REFIT AND WEAPONS PERSONNEL AS WELL AS THE SUBMARINE CREWS; EXTENSIVE DREDGING TO ALLOW THE TRIDENT SUBMARINES TO GET TO KINGS BAY; AND A UTILITIES AND ROAD INFRASTRUCTURE TO SUPPORT THE NEW SUBMARINE BASE.

FISCAL YEARS 1982-1985

OUR FISCAL YEAR 1982 THROUGH 1984 PROGRAMS APPROVED $350 MILLION FOR KINGS BAY - PRIMARILY FOR DREDGING AND UTILITIES, AND FOR A FEW FACILITIES REQUIRED EARLY IN THE PROGRAM TO SUPPORT THE TRIDENT BUILD UP. ALSO INCLUDED IN THE FISCAL YEAR 1984 PROGRAM WAS THE TRIDENT TRAINING FACILITY - A 500,000 SQUARE FOOT FACILITY TO TRAIN PERSONNEL ON THE TRIDENT SUBMARINE AND THE TRIDENT II MISSILE. THE CONSTRUCTION CONTRACT FOR THE TRAINING FACILITY WAS AWARDED LAST YEAR AND WORK IS PROCEEDING SMOOTHLY. THE FISCAL YEAR 1985 PROGRAM APPROVED BY THE CONGRESS LAST YEAR PROVIDED $210 MILLION PRIMARILY FOR THE FIRST INCREMENTS OF REFIT AND STRATEGIC WEAPONS FACILITIES. ALL BUT ONE PROJECT HAS BEEN AWARDED. WE ARE VERY PROUD OF OUR CONSTRUCTION PROGRAM AT KINGS BAY. TO DATE CONSTRUCTION IS PROCEEDING ON SCHEDULE.

FISCAL YEAR 1986 PROGRAM

TURNING NOW TO OUR FISCAL YEAR 1986 PROGRAM - WE ARE REQUESTING JUST OVER $400 MILLION, ALMOST ALL OF WHICH IS FOR SUBMARINE AND MISSILE RELATED OPERATIONAL FACILITIES WHICH MUST BE STARTED IN EARLY FY86 TO MEET THE INITIAL OPERATING CAPABILITY DATE OF DECEMBER 1989. INCLUDED IN OUR REQUEST IS: $161 MILLION FOR THE SECOND PHASE OF FACILITIES TO SUPPORT THE REFIT OPERATIONS INCLUDING A DRYDOCK AT $125 MILLION; $144 MILLION FOR THE SECOND PHASE OF FACILITIES TO SUPPORT THE STRATEGIC WEAPONS PROGRAM; $59 MILLION TO CONTINUE DREDGING THE ENTRANCE CHANNEL AND PROVIDE UTILITIES INFRASTRUCTURE; $34 MILLION FOR OTHER SUPPORT AND $6 MILLION TO CONTINUE THE COMMUNITY IMPACT ASSISTANCE PROGRAM. OUR FISCAL YEAR 1986 PROJECTS ARE WELL INTO DESIGN AND WE ARE ON SCHEDULE TO AWARD THE CONSTRUCTION CONTRACTS AT KINGS BAY SOON AFTER FUNDS ARE APPROPRIATED.

THE TRIDENT BUDGET REQUEST OF $404 MILLION REPRESENTS ABOUT 20% OF THE NAVY'S TOTAL MILITARY CONSTRUCTION REQUEST, WHICH EMPHASIZES OUR COMMITMENT TO THIS VITAL PROGRAM. WE APPRECIATE YOUR SUPPORT IN THE PAST AND URGE YOUR FAVORABLE CONSIDERATION OF OUR FISCAL YEAR 1986 REQUEST. I WELCOME ANY QUESTIONS THAT YOU MIGHT HAVE.

REAR ADMIRAL JOHN PAUL JONES, JR.
CIVIL ENGINEER CORPS, U. S. NAVY

Rear Admiral John Paul Jones, Jr., CEC, USN, assumed duty as Commander, Naval Facilities Engineering Command, and Chief of Civil Engineers during ceremonies on August 31, 1984. He moved into his new assignment from duty as the Vice Commander, Naval Facilities Engineering Command, and Deputy Chief of Civil Engineers.

Rear Admiral Jones graduated from the U. S. Naval Academy and was commissioned an Ensign, U. S. Navy, in 1954. His first Navy duty was as a line officer aboard the USS Calvert (APA 32). Rear Admiral Jones attended Rensselaer Polytechnic Institute where he received a Bachelor of Science degree in civil engineering and transferred to the Civil Engineer Corps in August 1957.

The Public Works Center, Guantanamo Bay, Cuba, was Rear Admiral Jones' first duty as a Civil Engineer Corps officer. He spent two years on the island before returning to the U. S. For the next four years, he served in the south Texas area, first as Public Works Officer, Naval Auxiliary Air Station, Port Isabel, and then on the staff of Commander, Naval Air Advance Training Command, Corpus Christi.

In June 1963, Rear Admiral Jones moved to his first Seabee assignment. For the next two years, he was Operations Officer and then Executive Officer, Naval Mobile Construction Battalion Four. In 1964, he became Officer in Charge of the Presidential retreat at Camp David, Thurmont, MD.

Duty as Commanding Officer, Naval Mobile Construction Battalion Sixty-Two, Gulfport, MS, and as head of the Facilities Acquisition Department, Southern Division, Naval Facilities Engineering Command, in Charleston, SC, followed. From there, he moved to duty as the Assistant Commander for Construction, Naval Facilities Engineering Command headquarters, Alexandria, VA, and then to Commander, Naval Construction Battalions, U. S. Atlantic Fleet, Norfolk, VA.

Rear Admiral Jones was Commanding Officer, Western Division, Naval Facilities Engineering Command, San Bruno, CA, when the President approved his selection to the rank of Rear Admiral. From the Western Division, he moved to duty as Vice Commander and Deputy Chief at Naval Facilities Engineering Command headquarters in July 1981.

Rear Admiral Jones' awards include the Legion of Merit with Combat "V" and Gold Star in lieu of a second award, the Bronze Star Medal with Combat "V," and the Meritorious Service Medal with Gold Star.

Rear Admiral Jones holds a Master of Science in Civil Engineering from Stanford University and attended the U. S. Naval War College in Newport, RI. He is a member of The Society of American Military Engineers, the Naval Institute, and the American Society of Civil Engineers. He is a registered professional engineer in the Commonwealth of Virginia.

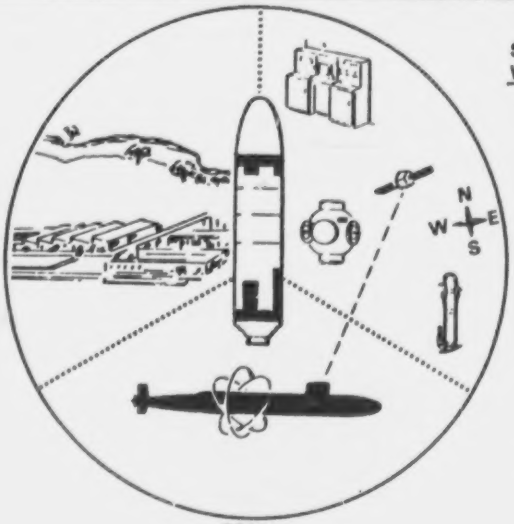
He is married to the former Wynelle (Winkie) Fender of Brunswick, GA. They have three children: John Paul, III; Julie, and Karen.

START OF TRIDENT II PROGRAM

Adminiral JONES. With your permission, now Commodore Malley will give a brief presentation.

Commodore MALLEY. The Trident II Program had its official start, as far as I'm concerned, when the Secretary of Defense issued a program decision memorandum of October 2, 1981, that said "Fund Development of the D-5 Missile with a December 1989, IOC."

TRIDENT II PROGRAM ELEMENTS (U)



FACILITIES

- SUBMARINE REFIT
- MISSILE ASSEMBLY AND STORAGE
- CREW TRAINING
- MISSILE TEST

STRATEGIC WEAPON SYSTEM

NAVIGATION

FIRE CONTROL

LAUNCHER

MISSILE/REENTRY

GUIDANCE

TEST INSTRUMENTATION

SSBN

- TRIDENT II

SLIDE 1

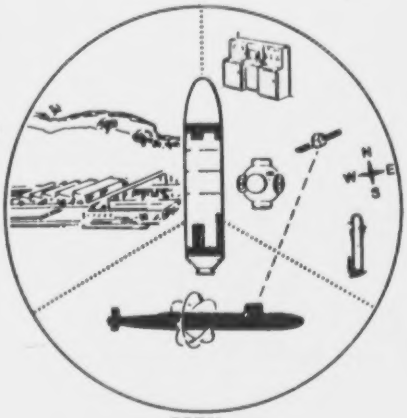
MAKEUP OF TRIDENT PROGRAM

It's appropriate to cover very briefly what makes up the Trident Program. Starting with the right-hand side of the chart, we have the strategic weapon system, which consists of the navigation subsystem, the fire-control subsystem, launcher, missile/reentry, guidance, and test instrumentation. The Trident submarine is the second element of the system, and on the left-hand side, we have all the facilities that are required, the submarine refit facility, missile assembly and storage, crew training, and missile test, which is another military construction item down at the eastern test range. We'll be launching our missiles down there starting in 1987.

TRIDENT II (D-5) PROGRAM ELEMENTS/CONTRACTORS (U)

NAVY FACILITIES

- SUBMARINE REFIT
- MISSILE ASSEMBLY AND STORAGE
- CREW TRAINING
- MISSILE TEST



SSBN

- TRIDENT II
  - GENERAL DYNAMICS ELECTRIC BOAT DIVISION

STRATEGIC WEAPON SYSTEM

NAVIGATION
- SPERRY
  - AUTONETICS
  - GE

FIRE CONTROL
- GENERAL ELECTRIC

LAUNCHER
- WESTINGHOUSE

MISSILE/REENTRY
- LOCKHEED
  - HERCULES THIOKOL (FS-SS)
  - CSD-UTC (TS)
  - GE (MK5 REENTRY BODY)

GUIDANCE
- CHARLES STARK DRAPER LABS.
  - GE/RAY/SKD/HAC

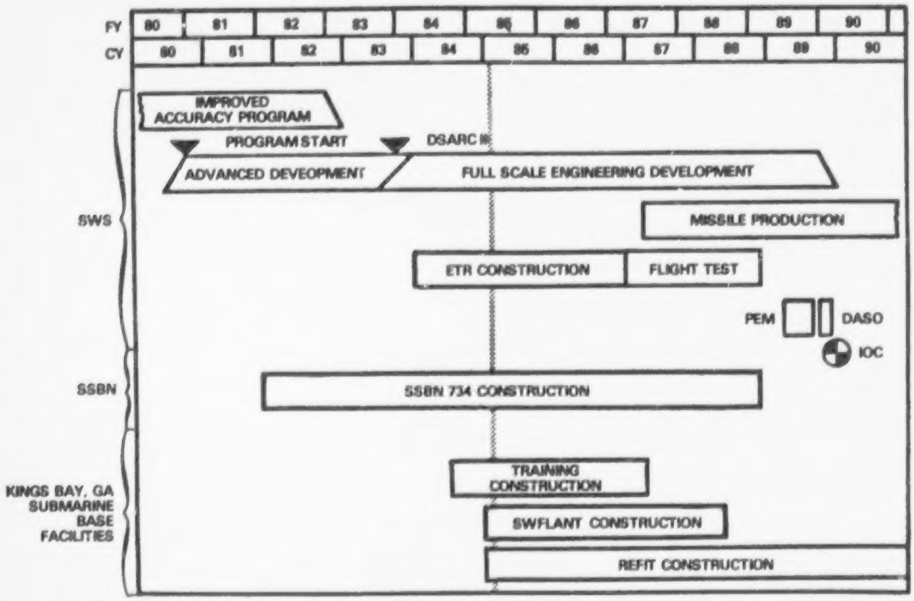
TEST INSTRUMENTATION
- INTERSTATE ELECTRONICS CORPORATION

Slide 2

PRIME ELEMENT CONTRACTS

I am pleased to report that as of March 1984, we have executed contracts with all our prime subsystem contractors, which are listed on the right by a subsystem, and you also have listed there, for information, their major subcontractors. I would like to point out at this time that we in SP do not have an overall system contractor. We do that effort, ourselves, in-house, myself, and my staff. All those contracts have been executed, so we have a very good indication of the dollars from now through the IOC, this system has negotiated the entire development and initial production of this program.

TRIDENT II (D-5) BASELINE PROGRAM (U)



JANUARY 1985

Slide 3

SCHEDULE OVERVIEW

Here is an overview of the schedule leading up to the 1989 IOC. Again, I have the three major elements of the program outlined. The program, as it exists today, depended very heavily upon a program we ran back in the mid-1970's to early 1980's, known as the Improved Accuracy Program. It was through that program that we learned to understand what it would take to improve the accuracy of the system, and, therefore, reduce the technological risks, schedule risks, and cost risks of developing the Trident II. So we are very confident that we have a very good handle on those costs and the schedule.

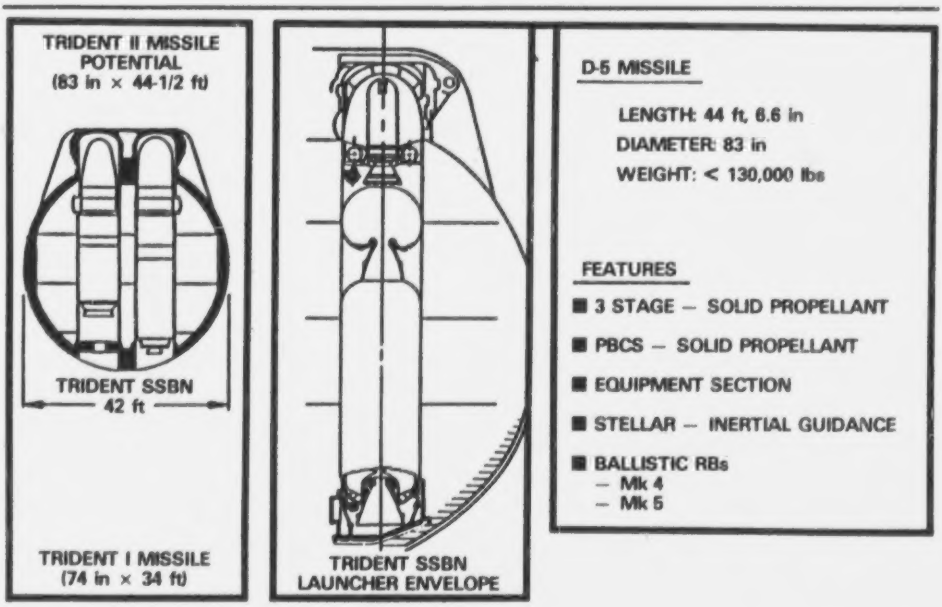
ADVANCED DEVELOPMENT PROGRAM

We have completed a 3-year advanced development program. October 1, 1983, we entered into full-scale engineering development, and, as I said previously, we're now in the second year of a 6-year development program. ETR is presently under construction, the eastern test range for launch and missile tests, which begin in January 1987. We plan to conduct approximately 20 flight tests from a flat pad down at the cape.

At the conclusion of that, the submarine will have been delivered to the U.S. Navy, been outfitted, been through sea trials, and for the first time, we will marry the entire weapon system with the missile, and those missiles will be produced here at Kings Bay to proof out the production facilities. Those production aspects must start in early 1989. In fact, some of it will start in 1988.

We intend to lauch about 10 missiles from the 734. It will be outloaded here at the base at Kings Bay and it will go out off the cape to conduct their missile tests. With the successful conclusion of that, the submarine will come back in, and we then basically turn the submarine and weapons system over to the U.S. Navy. We will then certify the crew of the submarine, go out and conduct what we call a demonstration and shakedown exercise, certify the crew of the ship. If that goes well, the submarine will come back into Kings Bay, we will outload it with 24 tactical missiles and by New Year's Eve, 1989, we should be ready to deploy Trident II on schedule. We'll have more about the construction facilities from Captain Greenwald later.

TRIDENT II (D-5) MISSILE (U)


TRIDENT II MISSILE POTENTIAL (83 in × 44-1/2 ft)
TRIDENT SSBN
42 ft
TRIDENT I MISSILE (74 in × 34 ft)
TRIDENT SSBN LAUNCHER ENVELOPE

D-5 MISSILE

LENGTH: 44 ft, 6.6 in
DIAMETER: 83 in
WEIGHT: < 130,000 lbs

FEATURES

- 3 STAGE – SOLID PROPELLANT
- PBCS – SOLID PROPELLANT
- EQUIPMENT SECTION
- STELLAR – INERTIAL GUIDANCE
- BALLISTIC RBs
  - Mk 4
  - Mk 5

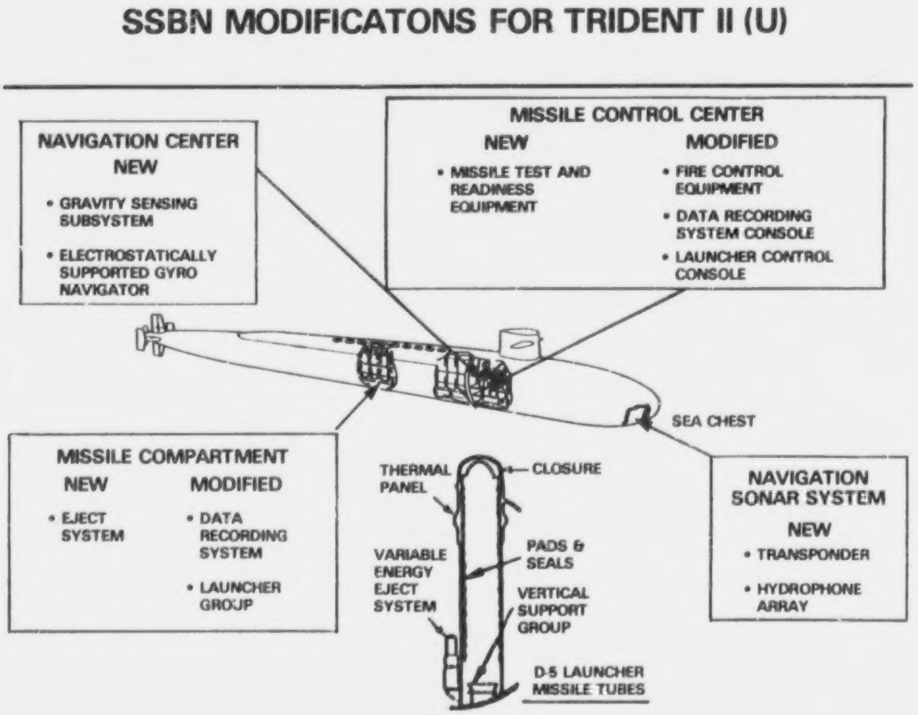
SLIDE 4

TRIDENT MISSILE VARIATIONS

This gives you, the left-hand side of the chart, a brief look at the difference between a C–4 missile and a D–5 missile located inside a launcher tube on the 734 or any *Ohio* class submarine for that matter. The Trident II missile basically fills up all the available volume in the launcher tube as compared to the C–4. The C–4 missile, when it was designed, was designed to not only ride in the 726 class submarine, but be capable of retrofitting into the Poseidon class submarines. We now have quite a few of those at sea.

MAJOR FEATURES OF C-4

Major features of the C-4 are really nothing new and different from C-4—Trident II, excuse me. It is evolutionary in design, will have three stages, solid propellant. It will use a stellar inertial guidance for updates in flight, and it will be able to carry the reentry bodies from both the Trident I C-4 missile, as well as the new reentry body, the Mark V.



SSBN MODIFICATONS FOR TRIDENT II (U)

NAVIGATION CENTER

NEW

- GRAVITY SENSING SUBSYSTEM
- ELECTROSTATICALLY SUPPORTED GYRO NAVIGATOR

MISSILE CONTROL CENTER

NEW	MODIFIED
• MISSILE TEST AND READINESS EQUIPMENT	• FIRE CONTROL EQUIPMENT • DATA RECORDING SYSTEM CONSOLE • LAUNCHER CONTROL CONSOLE

MISSILE COMPARTMENT

NEW	MODIFIED
• EJECT SYSTEM	• DATA RECORDING SYSTEM • LAUNCHER GROUP

NAVIGATION SONAR SYSTEM

NEW

- TRANSPONDER
- HYDROPHONE ARRAY

SLIDE 5

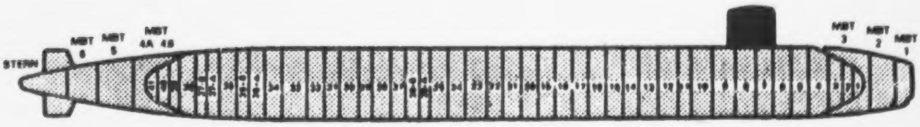
TRIDENT SUBMARINE CHANGES

The submarine, itself, because of the accuracy requirements, we had to make some changes to the Trident submarine, although they are fairly minor in scope. I won't go through them all. We had to add some new items to the navigation center to improve the navigation capability of the center. Those are driven by accuracy. The missile control center, again, all of that is driven by the additional computation that must be done on the fire control and the added complexity of the equations to get the accuracy out of the system.

We had to add a new sonar system to get better measurements of the velocity of the submarines in the water, and in the launcher tube, a new eject system because this missile will weigh about 130,000 pounds compared to 70,000 pounds of the C-4, so you need a little more energy to get it out. That required some minor modifications to the submarine, itself, but, again, they were not very significant.

STATUS OF SSBN 734 HULL SECTIONS

RECEIVED AT GROTON
1 FEBRUARY 1985



KEY:

■ SECTIONS NOT RECEIVED

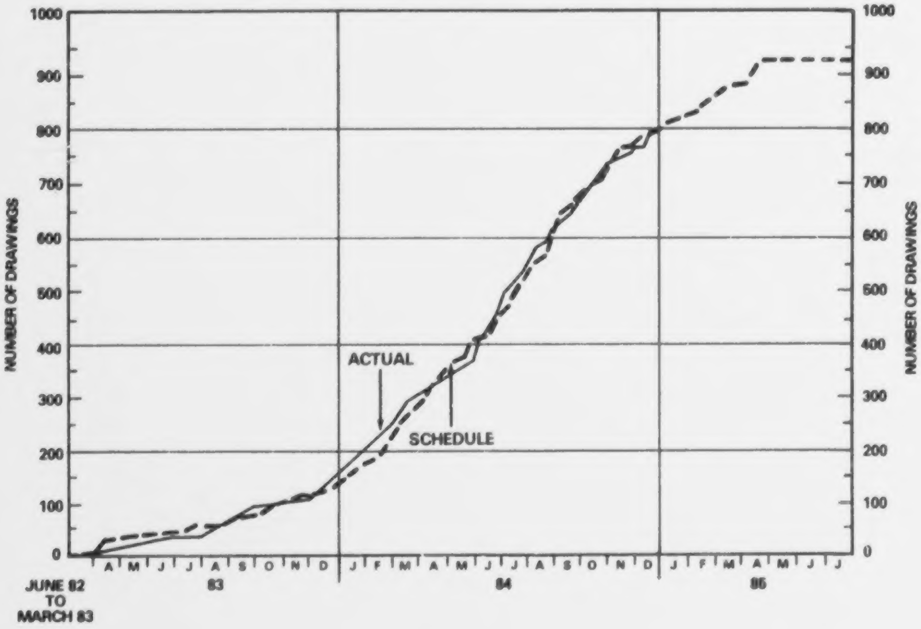
▨ SECTIONS DELIVERED

Slide 6

HULL SECTIONS

Now, the 734 has actually had all its major sections completed. The way the ship is being built, portions are being built up at the Quonset facility. They are then shipped down to Groton where they are welded together, and they are loaded with all the equipment. Everything that is in yellow here has been delivered already and is in the assembly process at Groton. Not received yet is the sail area, but that is not due until next year anyway, so that is all on schedule.

TRIDENT II (D-5) CONSTRUCTION DRAWING ISSUE SCHEDULE

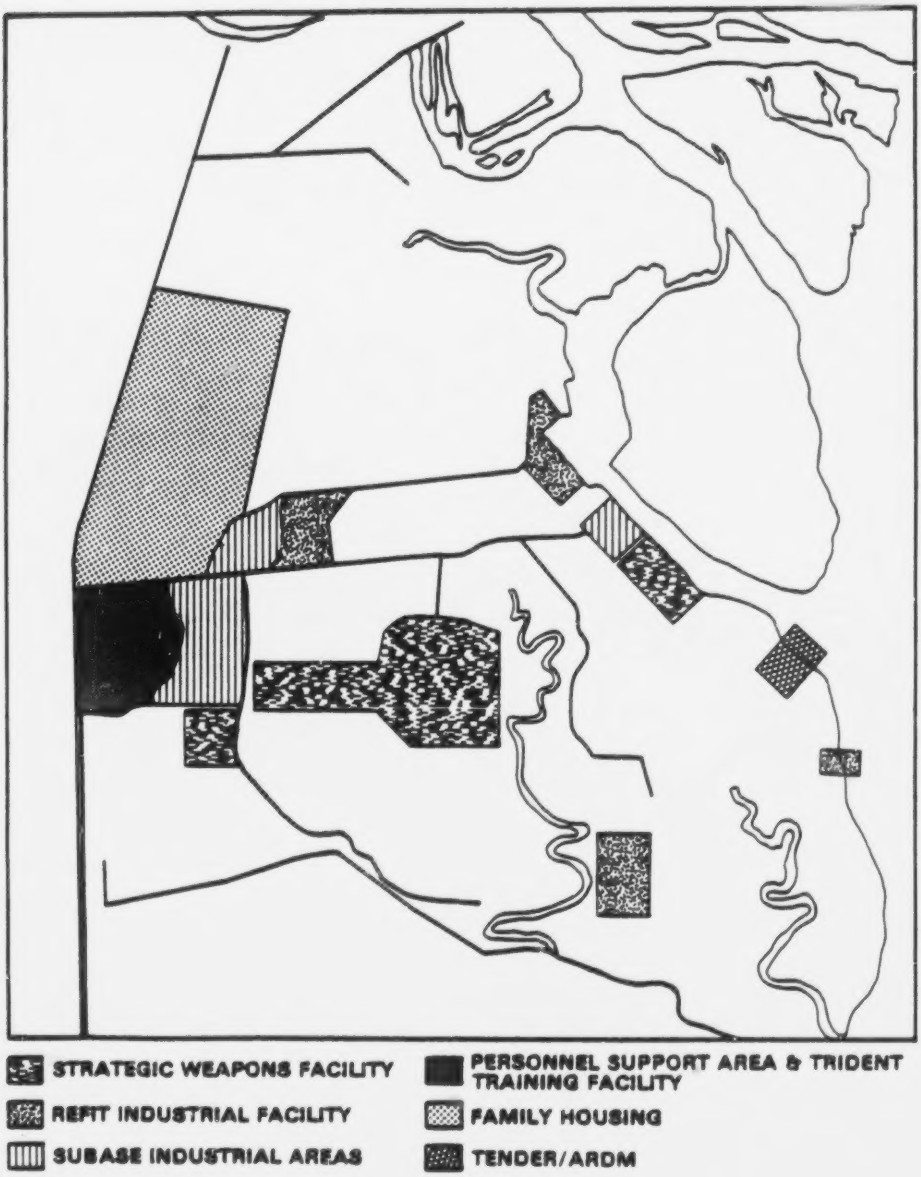


Slide 7

CONSTRUCTION SCHEDULE

Another way to look at how the ship is doing, this shows the D–5 construction drawing issue schedule, and as you can see from this chart, Electric Boat is basically on schedule. So everything is going quite well in that area.

KINGS BAY


STRATEGIC WEAPONS FACILITY
REFIT INDUSTRIAL FACILITY
SUBASE INDUSTRIAL AREAS
PERSONNEL SUPPORT AREA & TRIDENT TRAINING FACILITY
FAMILY HOUSING
TENDER/ARDM

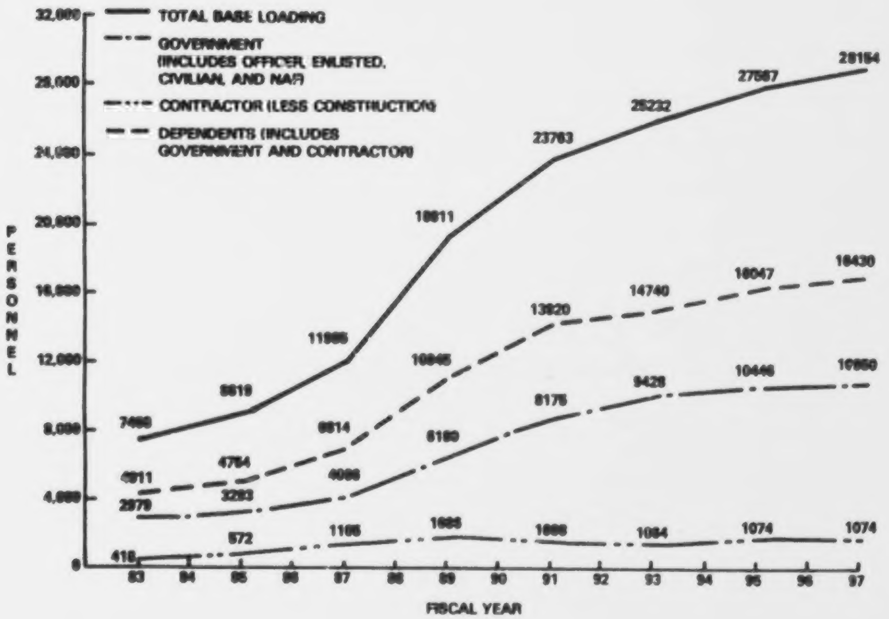
Slide 8

MASTER PLAN OVERVIEW AT KINGS BAY

Captain Greenwald is going to follow in a minute and talk about the facilities at Kings Bay. This is a master plan overview. The areas, as I pointed out earlier, that I was most involved with was the facility areas and the refit areas.

PROJECTED BASE LOADING
KINGS BAY, GEORGIA
(INCLUDES 20 OHIO CLASS SUBMARINE CREWS)

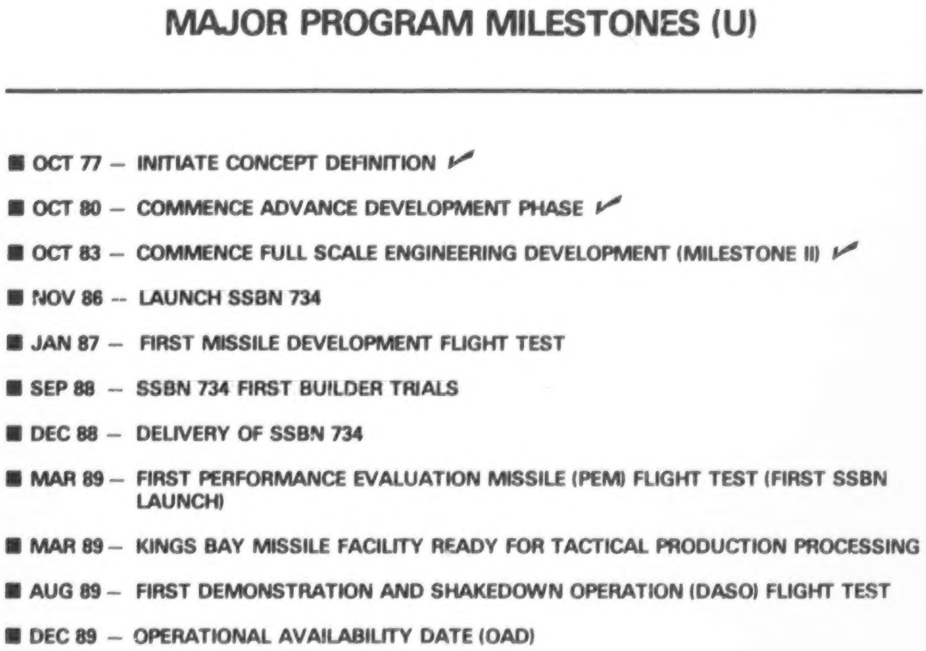
FEB 1986



SLIDE 9

CONCERNS ABOUT PERSONNEL MANNING BASE

One of the major concerns I've had about the program, when we went through the Defense Systems Acquisition Review Council (DSARC II) process, I brought this up at that time also, was the concern about the people that we're going to have to get to man the base. As a result of that, we have turned on people in our organization, The Naval Sea Systems Command, to start a very vigorous approach to recruiting people, letting people know what kind of jobs are available, when we're looking for them, and everything else, to help fill up all the spaces we need to operate this base at Kings Bay.



MAJOR PROGRAM MILESTONES (U)

- OCT 77 – INITIATE CONCEPT DEFINITION ✓
- OCT 80 – COMMENCE ADVANCE DEVELOPMENT PHASE ✓
- OCT 83 – COMMENCE FULL SCALE ENGINEERING DEVELOPMENT (MILESTONE II) ✓
- NOV 86 – LAUNCH SSBN 734
- JAN 87 – FIRST MISSILE DEVELOPMENT FLIGHT TEST
- SEP 88 – SSBN 734 FIRST BUILDER TRIALS
- DEC 88 – DELIVERY OF SSBN 734
- MAR 89 – FIRST PERFORMANCE EVALUATION MISSILE (PEM) FLIGHT TEST (FIRST SSBN LAUNCH)
- MAR 89 – KINGS BAY MISSILE FACILITY READY FOR TACTICAL PRODUCTION PROCESSING
- AUG 89 – FIRST DEMONSTRATION AND SHAKEDOWN OPERATION (DASO) FLIGHT TEST
- DEC 89 – OPERATIONAL AVAILABILITY DATE (OAD)

Slide 10

734 LAUNCH

These are our major program milestones. We've met them all. The next major one is the launch of the 734, November 1986, followed briefly thereafter by the first flap-pad development flight test from the cape. They all lead up to the December 1989, IOC.

TRIDENT II (D-5) PROGRAM STATUS (U)

- SECOND YEAR OF FULL SCALE ENGINEERING DEVELOPMENT AND PRODUCTION FOR SHIPBOARD WEAPON SYSTEM EQUIPMENT
  - TWO YEARS UNTIL FIRST FLIGHT TEST
- ALL MAJOR MILESTONES ON SCHEDULE AND WITHIN COST PROJECTIONS
- KINGS BAY, GEORGIA, SUPPORT FACILITIES FOR TRIDENT SUBMARINES WITH D-5 CAPABILITY UNDER CONSTRUCTION
- FIVE YEARS UNTIL INITIAL DEPLOYMENT
  - INITIAL OPERATIONAL CAPABILITY: DECEMBER 1989 – KINGS BAY, GA
  - WEST COAST CAPABILITY: AUGUST 1994 – BANGOR, WA
- FIRST D-5 SSBN (T-09/734) ON SCHEDULE
  - GOVERNMENT FURNISHED DESIGN INFORMATION/EQUIPMENT DATES MEETING SHIPBUILDERS (EB/GD) NEEDS

Slide 11

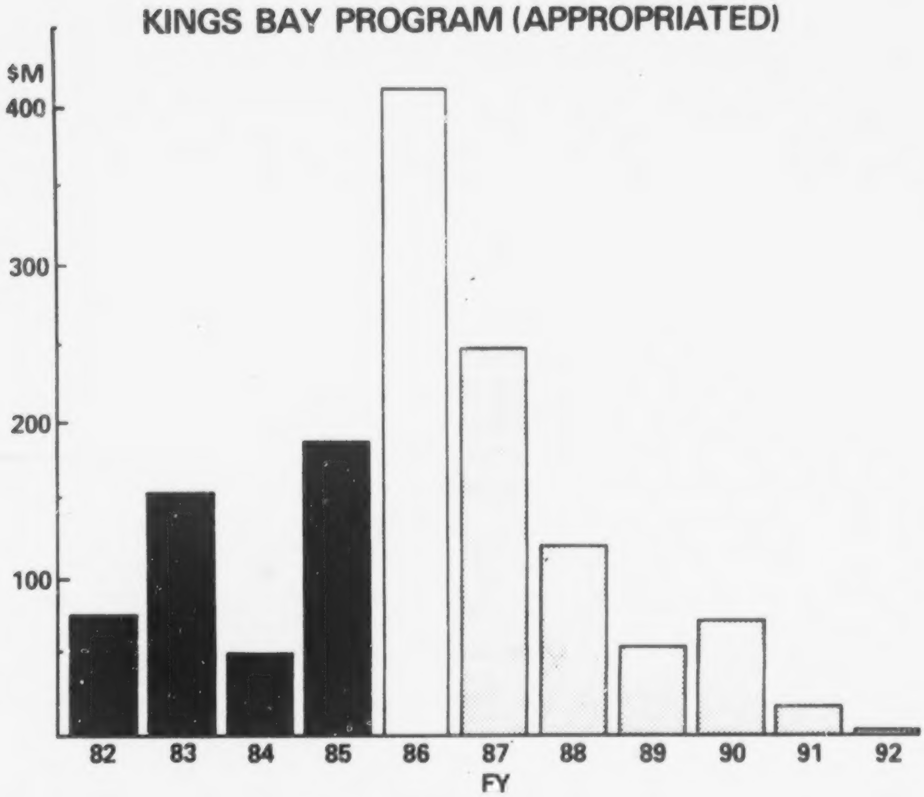
TRIDENT PROGRAM STATUS

In summary, we're in the second year of full-scale engineering development and production. It's 2 years—less than 2 years now until the first flight test. All major milestones are on schedule and we are within cost projections. Kings Bay, GA, support facilities are under construction. Five years to go until the IOC. We seem to be on schedule and looking forward to the next few years of work down here.

That concludes my briefing, and I would like to introduce Captain Greenwald, who will cover the military construction aspects down here at Kings Bay, GA.

Kings Bay Construction Program

Captain **Greenwald**. Good morning, Mr. Chairman. I am here today to discuss the fiscal year 1986 Military Construction Program. I would like to do it in three parts. First, a brief review of our prior requests, and then cover the 1986 requests in some detail, and a very quick overview of the outyears and what is yet to come beyond that.



SLIDE 12

PRIOR PROGRAM ACHIEVEMENTS

First, in our prior programs, we've had $555 million in construction requests approved from fiscal year 1982 through 1985. Looking at that in our total profile, the areas on this diagram show the funds.

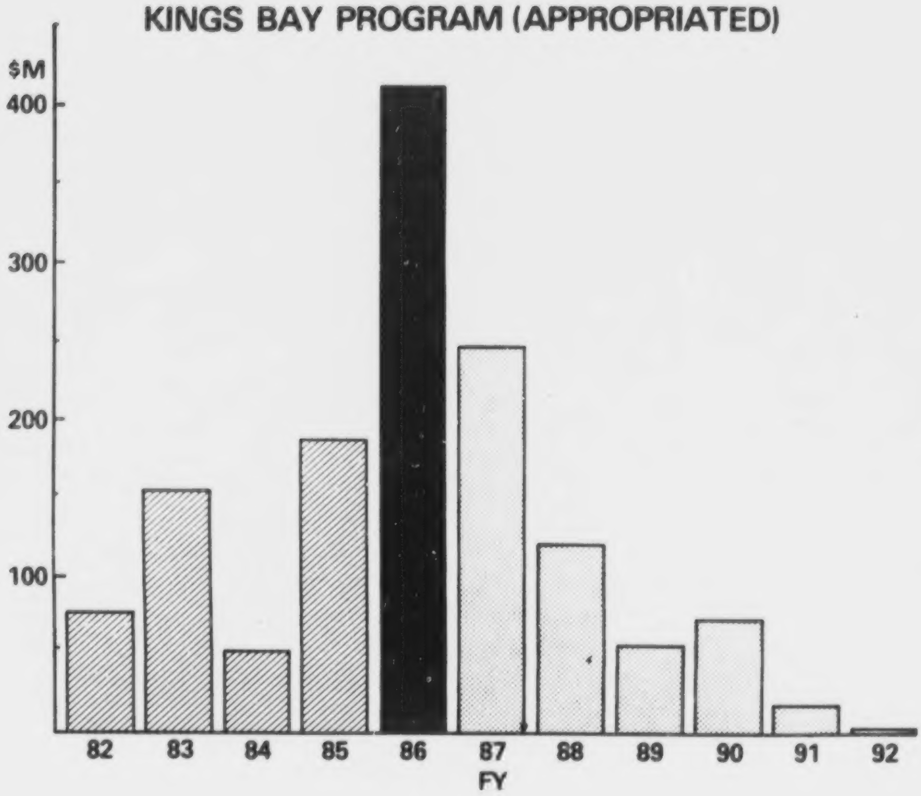
TRIDENT PROGRAM, PRIOR YEARS
($M, APPROPRIATED)

	FY82	FY83	FY84	FY85	TOTAL
KINGS BAY	77.1	154.9	53.4	185.9	471.3
VARLOCS	0	0	79.3	14.0	93.3
TOTAL	77.1	154.9	132.7	199.9	564.6

Slide 13

EARLY BEGINNINGS

Notice in the early years, 1982 through 1984, we had fairly modest beginnings, infrastructure, dredging, utilities, site improvements. Out first big program was in 1985, including the first of the refit facilities and the strategic weapons facilities and, as mentioned earlier, all of those are now under contract, with one exception.



SLIDE 14

APPROPRIATION REQUEST

The next portion is this year's request, which has been mentioned, totals $404 million.

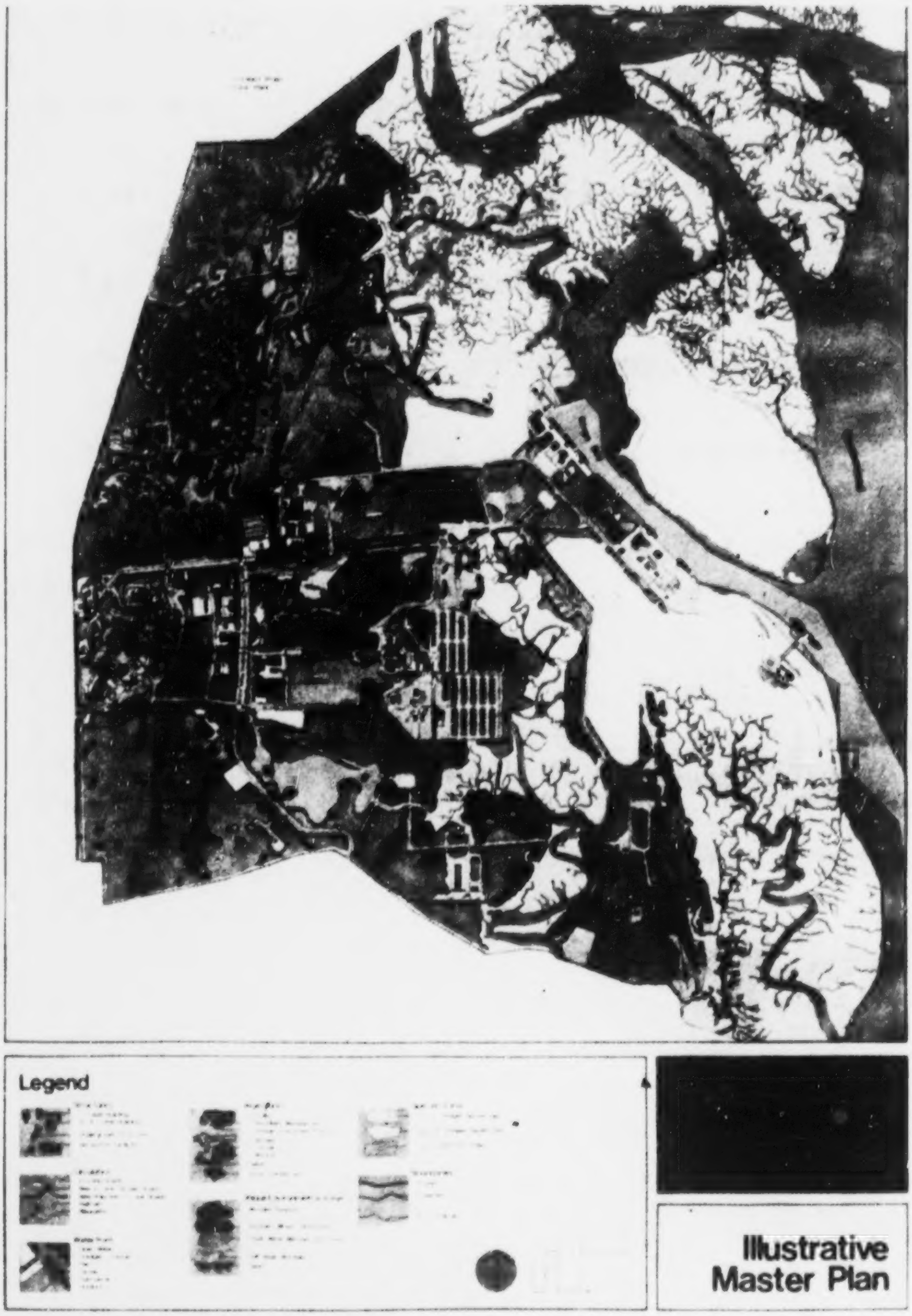
FY86 MCON PROJECTS AT KINGS BAY

	AMOUNT ($M)
STRATEGIC WEAPONS FACILITIES	144.1
MAINSIDE REFIT FACILITIES	15.1
WATERFRONT FACILITIES	192.8
BASE SUPPORT	45.9
COMMUNITY IMPACT ASSISTANCE	6.2
TOTAL	**404.1**

Slide 15

PROJECT AREAS

We have broken that up into various sections, which I would like to talk about functionally and describe each area.



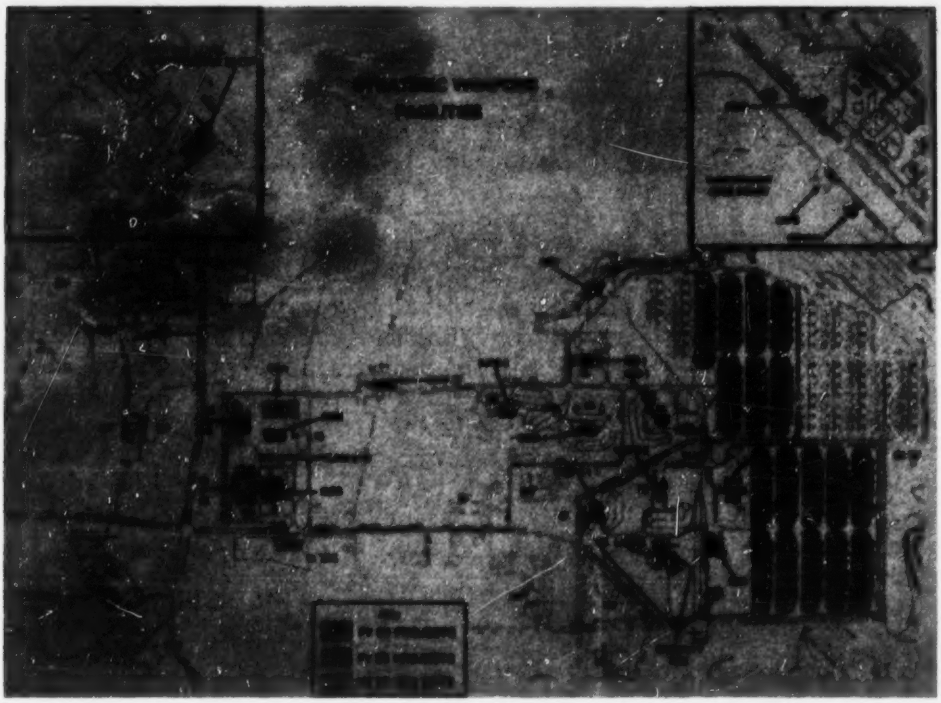
SLIDE 16

BREAKDOWN OF $404 MILLION REQUEST

The first one is the strategic weapons facilities, located in the center portion of the base. This will be the second year of funding of the principal production and test and checkout facilities for that; the waterfront facilities are located along Kings Bay, the mainside refit facilities are north of the strategic weapons facilities; and the personnel base support facilities are primarily on the western edge of the base in the personnel support area. The last item is, of course, the community impact assistance located primarily in Camden and Nassau Counties.

STRATEGIC WEAPONS FACILITIES

		AMOUNT ($M)
• PRIOR YEAR (FY85)		81.7
• FY 86 PROGRAM		
P-312 STRATEGIC WEAPONS FACILITY (PHASE II)	91.4	
P-28S STRATEGIC WEAPONS MAGAZINES	13.7	
P-134 EXPLOSIVE HANDLING WHARF #1	39.0	
		144.1
• TO COMPLETE		153.5
TOTAL		379.3



SLIDE 17

First, the strategic weapons facilities, at $144 million. There are three principal projects on this master plan. You can see the facilities which have been approved in prior years, principally in 1985. The 1986 request, as I said before, continue the production facilities for the receipt, test, checkout, and assembly of the missile.

Additionally, there are storage magazines—the first phase of those for storing the assembled missile motors.

Slide 18

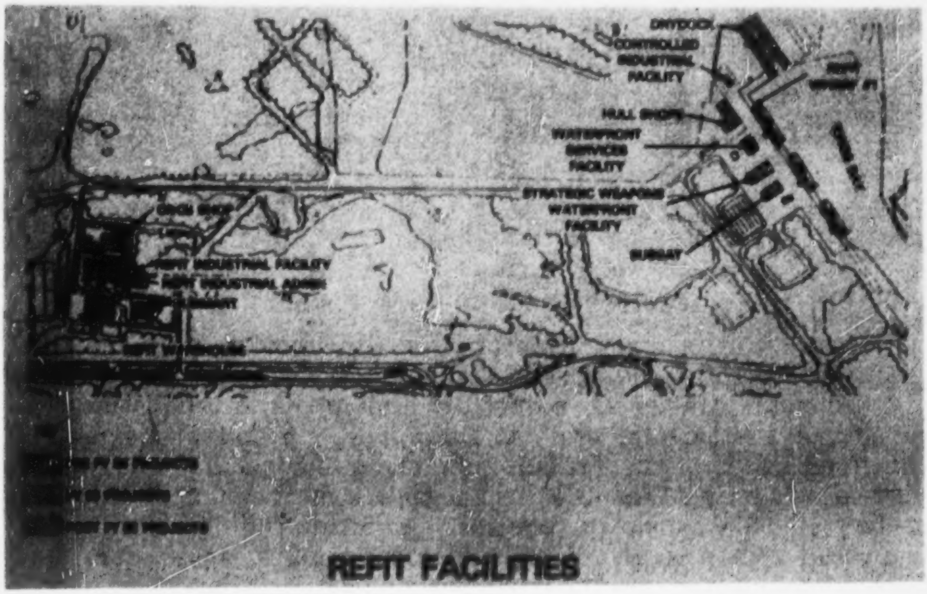
SITE AERIAL VIEW

This is an aerial view of the site showing you this main limited area portion. You can see from that that all of the preliminary site work is done. We've done the fill, the drainage, and are beginning the roads and utilities now.

The last item on this listing is the explosive handling wharf at the waterfront just north of the current location of the tender. The explosive handling wharf is used for offloading and onloading of the missile as the Trident submarine returns for refit. That location is on the north end of the original army pier.

MAINSIDE REFIT FACILITIES

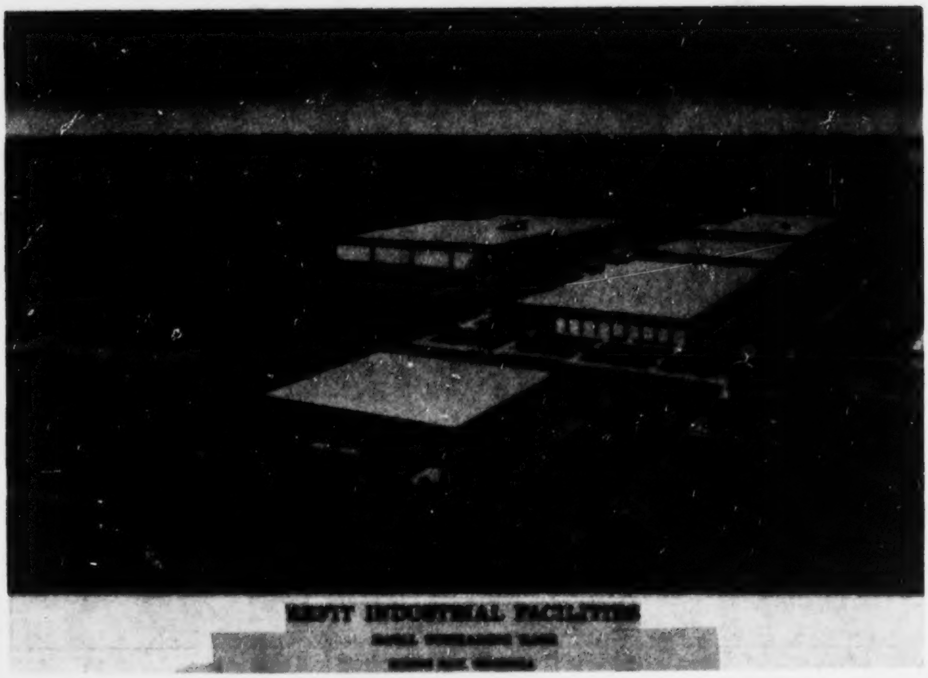
		AMOUNT ($M)
• PRIOR YEAR (FY85)		25.0
• FY86 PROGRAM		
P-137 REFIT WAREHOUSE	7.9	
P-238 COMMAND & CONTROL SYSTEMS SHOP	7.2	
		15.1
• TO COMPLETE		10.0
TOTAL		50.1


DRYDOCK
CONTROLLED INDUSTRIAL FACILITY
HULL SHOPS
WATERFRONT SERVICES FACILITY
STRATEGIC WEAPONS WATERFRONT FACILITY
SUBWAY
REFIT INDUSTRIAL FACILITY
REFIT INDUSTRIAL ADMIN
REFIT WAREHOUSE
REFIT FACILITIES

Slide 19

MAINSIDE REFIT FACILITIES

The next category is the mainside refit facilities, which includes two projects. This is the master plan of that area. The prior years were fiscal year 1985, projects including the refit industrial facility and the admin facility. Those are under contract now. Included this year is the warehouse and the command and control systems shop.



SLIDE 20

MAINTENANCE AND REFIT CONCEPT

This is an artist's rendition of what that facility looks like. The main refit facility and admin, which are now under contract, and the projects in this year's request, including the warehouse and the command and control systems shop. The concept of the maintenance and refit of the Trident submarine is such that the refit facilities will provide modular replacements as the submarine comes in for refit. That concept requires a mainside refit facility to overhaul and repair those modular replacements, to shelf them, and, therefore, the requirement for a warehouse in order to be able to have those spares ready to use for each scheduled refit.

The command and control systems shop is a facility to do the repair work on the electronic systems, antennas, periscopes, and similar type equipment.

Slide 21

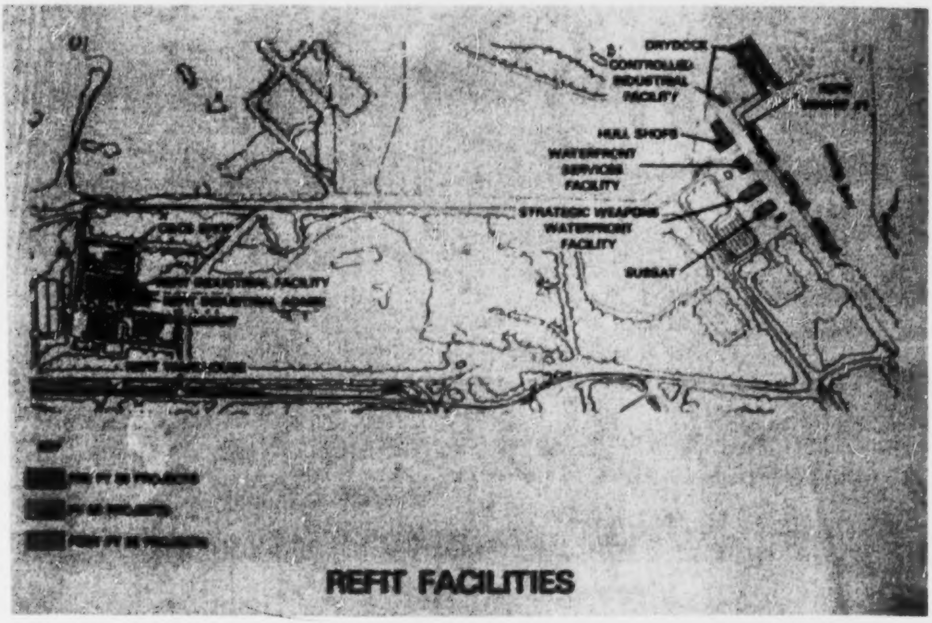
This is how that site looks today. As I said, we've awarded the contracts for the first refit and admin projects that were in 1985.

WATERFRONT FACILITIES

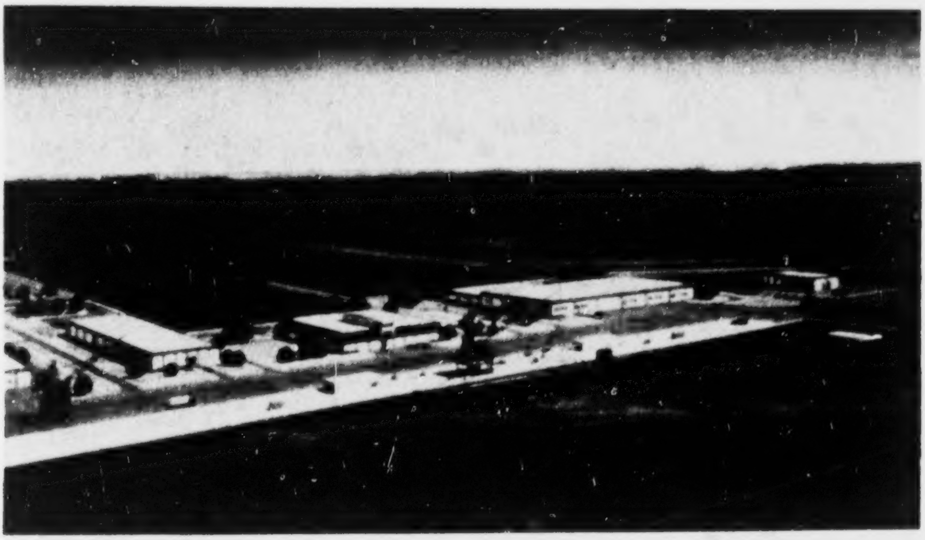
		AMOUNT ($M)
• PRIOR YEARS (FY82-FY 85)		102.6
• FY86 PROGRAM		
P-393 HULL SHOPS	12.7	
P-170 CONTROLLED INDUSTRIAL FACILITY	7.6	
P-132 DRYDOCK	125.6	
P-125 TENDER MOORNG AND LAYBERTHS	23.5	
P-423 DREDGING	23.4	
		192.8
• TO COMPLETE		150.0
TOTAL		445.4

Slide 22

The next category are the waterfront facilities, $193 million, including the hull shops, controlled industrial facility, drydock at $125.6 million, tender mooring and dredging.


DRYDOCK
CONTROLLED INDUSTRIAL FACILITY
HULL SHOPS
WATERFRONT SERVICES FACILITY
STRATEGIC WEAPONS WATERFRONT FACILITY
SUBBAT
REFIT INDUSTRIAL FACILITY
REFIT FACILITIES

Slide 23



Slide 24

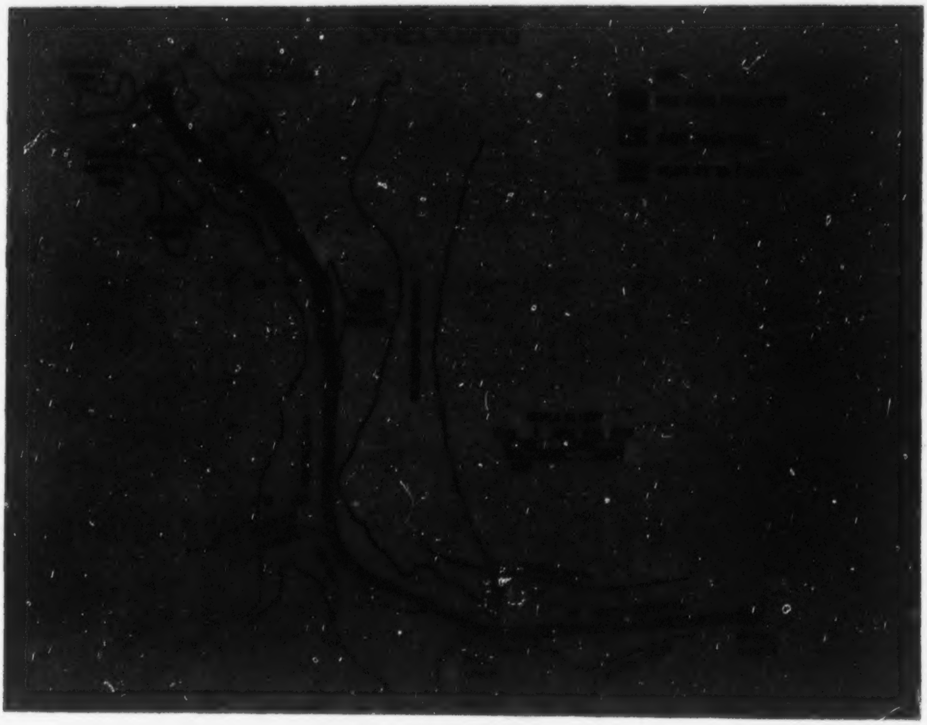
This is a plan of that area. The refit facilities at the north end. This is an artist's rendition of that north end, including the first refit wharf, which was approved in 1985, along with the waterfront services facility, which are both under contract and construction now.

The 1986 request includes a hull shop, which provides direct support, heavy shop support, for repair work right in the submarine when it's under refit. It also includes a controlled industrial facility for repair services and refit services to the reactor components. And, of course, the largest item in this request, the drydock. The drydock is a covered facility with an overhead crane. The cover is required in order to protect against difficulties in bad weather during hull blasting and hull painting and so on, and still be able to stay on the 18-day refit turn around requirement.

Slide 25

TENDER MOORING AREA

Also included in the waterfront area is the Tender Mooring. The tender, of course, is currently moored at the army pier and must be relocated because of safety arc reasons, with the explosive handling wharf required to be operational for the first outload in the spring of 1989. That requires us to move the tender down to a position just north of the current floating drydock, provide a second trestle and building layberths. The explosive handling wharf is to be built here, and then the tender will move.



Slide 26

DREDGING PROGRAM

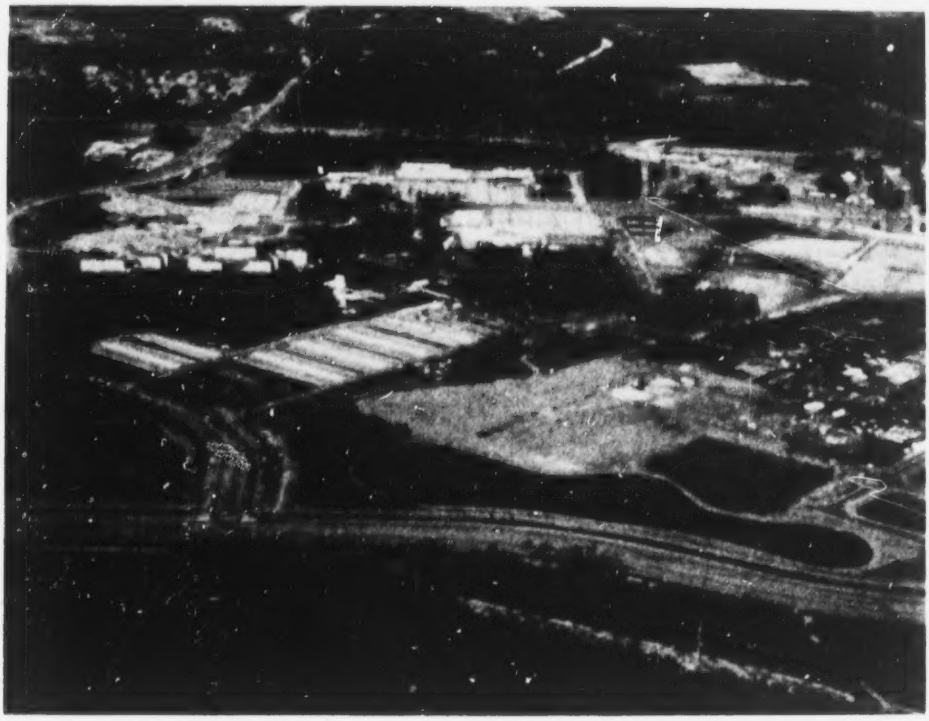
Also included is dredging, continuing the dredging we have been doing. In earlier years, we dredged the upper turning basin down past the location of the new tender mooring and magnetic silencing facility. This request includes the continuing widening and deepening of the channel down to the mouth of the St. Mary's River approximately 4 miles.

BASE SUPPORT FACILITIES

		AMOUNT ($M)
• PRIOR YEARS (FY82-FY 85)		251.3
• FY86 PROGRAM		
P-174 USMC BARRACKS/ADMIN FACILITY	5.4	
P-374 CONSOLIDATED PERSONNEL SUPPORT CENTER	3.2	
P-409 COMMUNICATIONS ANTENNA FACILITY	1.6	
P-166 UTILITIES & SITE IMPROVEMENTS	35.7	
		45.9
• TO COMPLETE		221.5
TOTAL		518.7

Slide 27

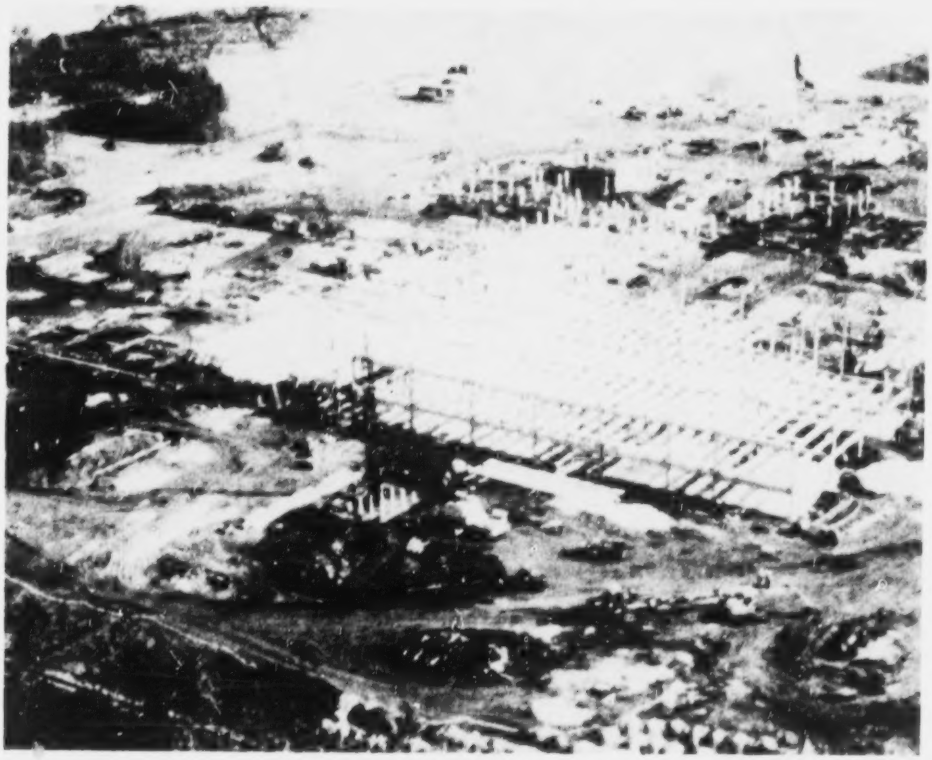
The base support portion, as I said, mostly in the personnel support area, it includes four projects. This is a plan of the personnel support area on the western side of the base. Much of it is under construction, including the Trident training facility. This year's request includes the marine barracks and headquarters building, and the consolidated personnel support center.

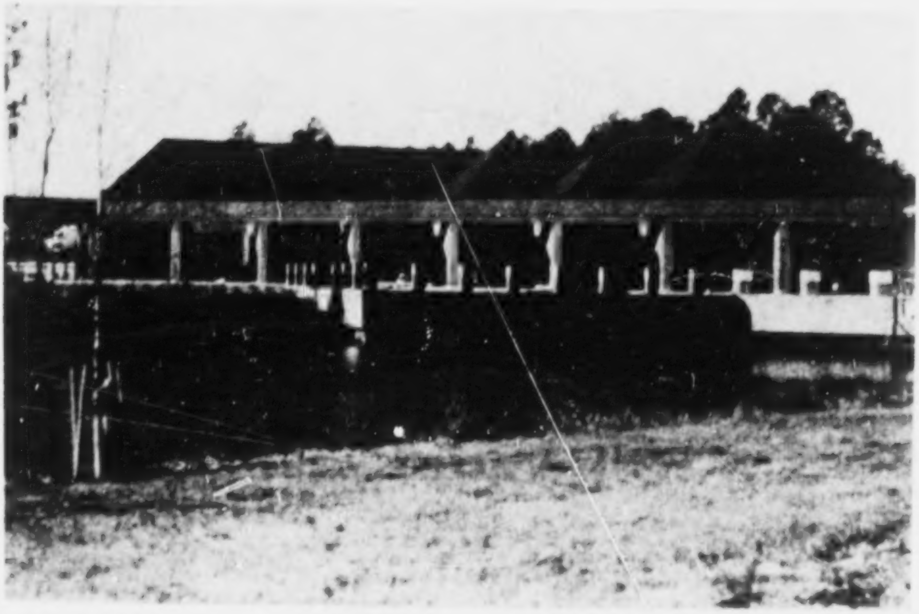


Slide 28

CONSTRUCTION ON WESTERN SIDE OF BASE

This is an aerial of the same area. The marine barracks site here; consolidated personnel suppport area up there.





SLIDE 29

This shows you an idea of the kind of progress we're making on the training facility, which was awarded last June; and the enlisted dining facility, a 1983 project, which is nearing completion. These are the two principal projects under construction in that area now.

SLIDE 30

COMMUNICATIONS ANTENNA FACILITY

Also included in this request is the communications antenna facility to provide antennas. The transmitter antenna is in the northwest corner of the base and the receiver antenna in the southeast corner of the base, providing main antenna service to all communications facilities that will be part of this total complex.

The last item is utilities and site improvements providing us the ability to continue the road and utility infrastructure development necessary to proceed ahead of the individual facility construction.

COMMUNITY IMPACT ASSISTANCE

	AMOUNT ($M)
• PRIOR YEARS (FY81-FY85)	11.7
• FY86 PROGRAM	6.2
• TO COMPLETE	18.8
TOTAL	36.7

PROPOSED FY 86 PROJECTS

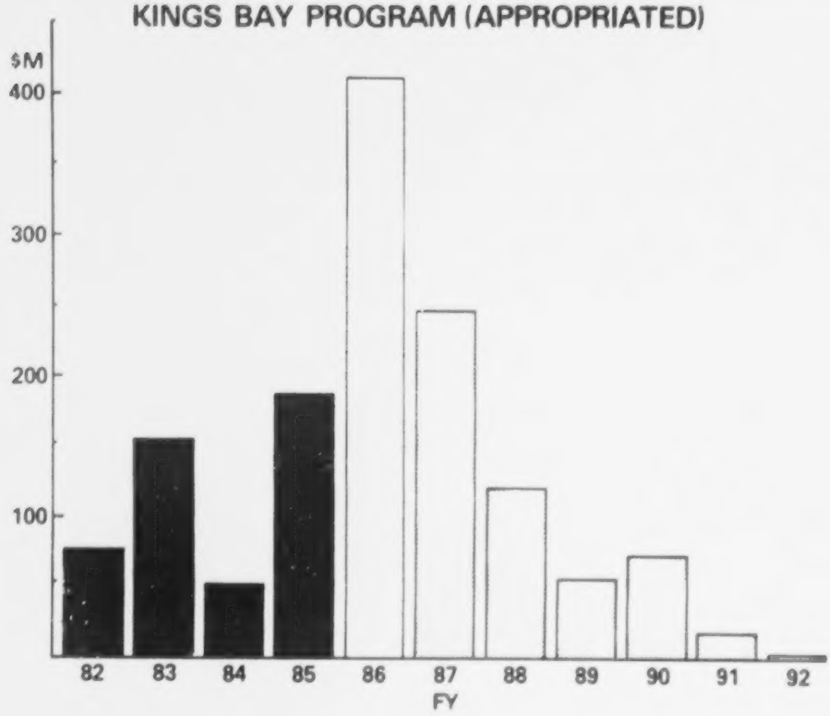
	CAMDEN COUNTY, GA	KINGSLAND, GA	ST. MARYS, GA	WOODBINE, GA	NASSAU COUNTY, FL	FERNANDINA BEACH, FL
SCHOOL/BUSES	●				●	
GOV'T BLDGS	●		●			
POLICE FACS/ VEHICLES		●	●	●	●	●
EMERGENCY SERVICES/ AMBULANCES	●				●	
WATER & SEWER IMPROVEMENTS		●				
ROAD IMPROVEMENTS			●			

Slide 31

COMMUNITY SUPPORT ASSISTANCE

The last item is the community support assistance, $6.2 million this year. This shows the individual items by geographical area—a middle school in Camden County, for example.

I should note that this is the third year of this request, and you'll notice we still have identified approximately $19 million to complete under our current plan.



TRIDENT PROGRAM, KINGS BAY
($M)

	PRIOR YEARS	FY86 REQUEST	TO COMPLETE	TOTAL
STRATEGIC WEAPONS FACS	81.7	144.1	153.5	379.3
MAINSIDE REFIT FACS	25.0	15.1	10.0	50.1
WATERFRONT FACS	102.6	192.8	150.0	445.4
BASE SUPPORT	251.3	45.9	221.5	518.7
COMMUNITY IMPACT ASSISTANCE	11.7	6.2	18.8	36.7
TOTAL	472.3	404.1	553.8	1430.2

Slide 32

Looking briefly at the outyears, this 1986 request, of course, is our largest. Next year, we have a planned request of approximately $245 million providing the remaining refit and strategic weapons facilities, and beyond that, facilities that are primarily associated with personnel buildup and the additional ship arrivals after IOC.

That concludes my presentation.

Admiral **Jones**. Mr. Chairman, that concludes our presentations. Are there any questions?

VARIATION IN TESTIMONY ON FUNDING PROFILE FOR KINGS PAY

Senator **Mattingly**. My first question. Would you, in reviewing the Trident military construction funding profile for Kings Bay, tell us if it differs from last year's testimony on the program?

Admiral **Jones**. Yes, sir. It is down about $100 million. Last year's testimony indicated a total cost of about $1.6 billion; today we are estimating about $1.5 billion. The $100 million reduction is essentially based on better cost estimates because of advanced design on the 1986 and 1987 programs.

ON-BASE HOUSING

Senator **Mattingly**. I noticed that the fiscal year 1986 budget does not include any request for on-base family housing. What is the Navy's plan for providing on-base housing, and explain how you can determine if there is going to be any need for any on-base housing.

Admiral **Jones**. As Captain Greenwald indicated, we have constructed 415 units in fiscal years 1979 and 1982. Our current plan is to construct another 220 units in fiscal year 1988, but that could certainly slip. We would not build on-base housing if the local community can provide the housing for our people.

HOUSING PROVIDED BY PRIVATE SECTOR

Senator **Mattingly**. Does the Navy work with the community group here to try to project the number of people that will be coming in so the realtors and the private sector can try to forecast what they can build to preclude the necessity of the Navy building on-base housing?

Admiral **Jones**. Yes, sir. That's part of our working relationship with the Kings Bay Impact Coordinating Committee. We project base loading and get the word out so that the private sector has the opportunity to provide the housing, and we hope they can.

Senator **Mattingly**. I do, too. I know it's always a concern by people at most installations that the private sector be allowed to try to build, and I think you've probably got a better opportunity of that here with the close coordination of this group, the coordinating committee and you all. I really appreciate what you've done so far and just hope it continues in the future.

TRAINING CATEGORY PROJECTS

With the passage of last year's Milcon budget, funding was completed for the Trident training facility. What other projects in the category of training are there in this 1986 program or the outyear programs, and what would be the estimated cost of this Trident training facility?

Admiral JONES. Mr. Chairman, there are no training facilities in the 1986 request, and no additional training facilities are included in any of the out-year programs. The current estimated construction cost of the Trident training facility is $56.6 million.

ESTIMATED COST OF FACILITY EQUIPMENT

Senator MATTINGLY. What is the estimated cost of the equipment to be installed in the facility?

Admiral JONES. I'm going to let Commodore Malley respond to that, sir.

Senator MATTINGLY. It is vitally important that the community and the surrounding area know this, that as the construction requests go down, what is really going to be happening as far as moneys and dollars being put in, in addition to Milcon.

Commodore MALLEY. Within the Trident training facility, we basically duplicate or replicate the entire strategic weapons system on the submarine and everything that the sailors have to learn to operate. They are bought, primarily, from the same contractors that build the basic equipment, along with simulators. Looking through our budget, the total cost of outfitting that building will be $691 million in all appropriations for all years.

Senator MATTINGLY. So there is over 600 million dollars' worth of equipment going on the inside of it then. Is that right?

Admiral JONES. Yes, sir. Over 10 times the cost of the facility, itself.

DRYDOCK PROJECT

Senator MATTINGLY. The fiscal year 1986 program is asking for $125.6 million for a drydock. Could you sort of develop for me the justification for this project? Specifically, are there any other east coast drydocks capable of docking the Trident submarine, and if there are, why would we need it here at Kings Bay?

Admiral JONES. Mr. Chairman, the whole concept of Kings Bay is to provide a 25-day turnaround time for the submarines when they come in from a deployment. That maximizes the at-sea time of the weapon system. You can't have that 25-day turnaround unless you have a dedicated drydock here at Kings Bay.

The follow-on question—are there other drydocks on the east coast that could handle the submarine? Yes, sir, there are. There are two drydocks at the Norfolk Naval Shipyard and two at Electric Boat in Groton, CT, that could handle the submarine. But, it is not practical to use those facilities for the Trident submarine.

If the submarine goes outside of Kings Bay there is missile onload off-load time and transit time to those facilities in Norfork or Connecticut. It would also certainly impact on the work being done there. In Connecticut, we would impact on Electric Boat and their ability to produce the follow-on submarines, potentially exposing the Navy to claims for delaying their work. The surface Navy's overhaul program, that is conducted in the Norfolk Naval Shipyard, would be severely impacted by using either of those drydocks for the Trident submarine.

But the principal reason that the Navy needs a dedicated drydock here is to be able to provide a 25-day turnaround, which increases the at-sea time of this weapon system over what we've been able to do in the past. Granted, you have the cost of the facility, but, as you pointed out, I think, the cost of the facility is less than the cost of another submarine, so it certainly is economical to have the drydock here.

LENGTH OF CONSTRUCTION TIME

Senator **MATTINGLY**. When would you expect to begin that, and how long would it take to build it?

Admiral **JONES**. We expect to award the contract for the drydock in the first quarter of fiscal year 1986. We have the plans and specs at the 100-percent stage right now, and we'll advertise—formally advertise—for a lump-sum fixed-price bid for the full amount—with a contract award in the first quarter of fiscal year 1986. It will be a 47-month construction time.

Senator **MATTINGLY**. It would be in the spring then of 1990 when it would be completed?

Admiral Jones. The construction completion is in November 1989, but then Naval Sea Systems Command has to certify the drydock, train the people to work in it and operate it, and certify all of the cranes. All that takes about a year. So, by starting in the first quarter of 1986, we will have the drydock ready and certified for operation by December 1990, which coincides with the first scheduled refit.

POSSIBLE INCREMENTAL FUNDING

Senator **MATTINGLY**. Let me ask you this: Could the drydock be incrementally funded, and if so, how much funding would be needed in 1986?

Admiral **JONES**. Mr. Chairman, the administration's policy is to fully fund projects.

Senator **MATTINGLY**. I know what the administration policy is. I'm asking about——

Admiral **JONES**. Yes, sir. We would need approximately $40 million in fiscal year 1986.

Senator **MATTINGLY**. Fiscal year 1986. Have you got it in the outyears in respect to that?

Admiral **JONES**. I don't have that with me, sir, but I can provide that for the record.

Senator **MATTINGLY**. OK. For doing it over 47 months, you would need it in probably 3 fiscal years, or 2?

Admiral **JONES**. Yes, sir, and I can provide that for the record.

[The information follows:]

ADMINISTRATION FUNDING POLICY

The Administrations's policy is to fully fund all projects. If fully authorized, however, a contract could be awarded for the complete facility, but funded in two phases. Based on projected outlay, the FY86 phase would require $40 million and the remaining $85.6 million would be funded in the FY87 program.

STATUS OF DREDGING PROGRAM

Senator MATTINGLY. Thank you. Could you tell me what is the status of the dredging program for Kings Bay, and how does that compare with what you were proposing last year?

Admiral JONES. The scope of the total dredging program is the same as we outlined it early on. The 1985 dredging contracts have been completed. The 1985 dredging contract was awarded just last month in January 1985.

As you perhaps recall, the 1985 project was split in half last year, and Congress approved only half of the dollars and scope for the 1985 project as we originally planned it. The 1986 project is the second half of what was originally planned for 1985. It widens the channel to 500 feet at a 44-foot depth.

JUSTIFICATION FOR EXPLOSIVE HANDLING WHARF

Senator MATTINGLY. My last question before I turn to Senator Stevens. Could you explain the justification of the explosive handling wharf, and when it is due to be completed or operational?

Admiral JONES. The explosive handling wharf will be used to onload and off-load missiles from the submarine. It will first be used in early 1989 in connection with the performance evaluation missile testing program.

It will take 30 months to construct. We plan to award that in the first quarter of fiscal year 1986. The 30-month construction time includes 26 months of brick and mortar construction and about 4 months to install the cranes. Commodore Malley's group then has to check out the facility, train the people to operate it, and certify that it is safe for use. Similar to what the Naval Sea Sytems Command does with the drydock. That takes another 9 months.

If you add all that up, we need to get started in 1986, so we will be ready for the Performance Evaluation Missile Program early in 1989.

Senator MATTINGLY. Senator Stevens.

DRYDOCK FUNDING

Senator STEVENS. Thank you. I am going to ask them some questions that the answers will end up in Senator Mattingly's record. I'll have to get to some greater detail with regard to moneys that are in our bill later in Washington. But I'm interested in following up, first, in the question Senator Mattingly asked about the item that is fully funded this year. It's the drydock, isn't it?

Senator MATTINGLY. Yes.

Senator STEVENS. Are there other portions of this budget that are being fully funded this year, which really are for outlays in subsequent years in this program?

Admiral JONES. No, sir. Generally we do not consider any project that is less than $100 million for phased funding. It is on an exception basis that we treat a project on a fully authorized—partially funded basis. For instance, we did do the Trident training facility that way. It was estimated at the time to be in excess of $80 million. And, there have been a couple of other projects done that way over the years, but they are very, very few. It's management intensive.

The run of the mill brick and mortar barracks or personnel support facility, like the PASS office that's in the budget or the marine barracks are so small that they will be completed in 18 months. The outlays will be made maybe not all in the fiscal year, but during that fiscal year and the next.

CURRENT FACILITY OUTLAYS

Senator **Stevens**. We've got some $561 plus million in the bill I handle for this facility this year. Is that all for outlays in 1986?

Admiral **Jones**. In your bill, sir? I'm going to let Commodore Malley respond to that.

Senator **Stevens**. My past question was in his bill.

Admiral **Jones**. Yes, sir.

Senator **Stevens**. The drydock is the only thing you see that's got the outyears expenditure?

Admiral **Jones**. Yes, sir.

[The information follows:]

TRIDENT

The outlays for all military construction projects occur over more than one year. However, almost all projects are budgeted for in one year even though outlays occur over several years. This is a long standing budget policy. Exceptions to the fully-funded policy are sometimes made for large projects, generally in excess of $100 million. For those exceptions, phased (partial) funding is budgeted over several years, 2 or 3.

FUNDING WITHIN BUDGET CONSTRAINTS

Senator **Stevens**. I'll get to you in a minute, Commodore. I want to follow this up. We're facing people who want to freeze defense expenditures this year, and the impact of that is that we may be forced to constrain the expenses in each one of these bills, both Senator Mattingly's bill and the one I manage. With regard to your bill, your portion, military construction, your figure last year was, what, $300 and some odd million, and it goes up to $404 million this year. Right?

Admiral **Jones**. Last year we requested $305 million, for Trident facilities and the Congress appropriated $200 million and approved two savings projects.

FUNDING FOR TRIDENT

Senator **Stevens**. How much money do you have for Trident in Senator Mattingly's bill this year, fiscal year 1985?

Senator **Mattingly**. There is $404 million.

Senator **Stevens**. Oh, in 1985.

Admiral **Jones**. In 1985——

Senator **Mattingly**. Here it is. I brought the book.

Admiral **Jones**. For Kings Bay in fiscal year 1985, Congress appropriated approximately $200 million. In addition, two projects were approved for funding from savings, the second phase of the Trident training facility and the utilities and site improvement.

Senator **Mattingly**. I think that's right.

Senator STEVENS. If we were required to put your drydock on incremental funding concepts, that wouldn't affect your IOC at all, would it?

Admiral JONES. No, sir. We could handle the drydock that way if we had to. I don't know exactly what the appropriations required would be in 1987, 1988, and 1989, but I will provide that for the record.

[The information follows:]

FUNDING PROGRAM

The Administration's policy is to fully fund all projects. If fully authorized, however, a contract could be awarded for the complete facility, but funded in two phases. Based on projected outlay, the FY86 phase would require $40 million and the remaining $85.6 million would be funded in the FY87 program.

SELF-CONTAINMENT OF NSB

Senator STEVENS. As I understand it, this base here is going to be quite similar to Bangor in the sense that it will be virtually self-contained for all the elements of the Trident support program. Ship maintenance, crew training, material support, they are all going to be handled from right here. Is that right?

Admiral JONES. Yes, sir.

Senator STEVENS. Currently all the base operation functions at Bangor are on a contract basis. Will that be followed here, too?

Admiral JONES. Yes, sir. The current plan is to provide the base operating support functions at Kings Bay by contract in a similar fashion to the way it's being handled at Bangor.

ANNUAL COST FOR SHIP REFIT, TRAINING, AND BASE OPERATIONS

Senator STEVENS. In our bill, there is $111.5 million for training, ship refit, and base operations activities at Bangor. That's what it is costing now to operate Bangor on a year-to-year basis. What is going to be the annual cost here on a similar comparative basis?

Admiral JONES. That's really for Commodore Malley.

Commodore MALLEY. It should be comparable. I don't have the exact number, I'll have to get that for the record. But it should be comparable.

[The information follows:]

OPERATING COST COMPARISONS FOR KINGS BAY/BANGOR

The estimated annual cost to operate Kings Bay as compared to Bangor using the first full year of operations at each activity is as follows:

	Millions
Bangor	$80.4
Kings Bay	93.2

These costs are expressed in FY 1986 dollars. The first full year of operations at Bangor was FY 1982. FY 1991 will be the first full year of operations at Kings Bay. The higher Kings Bay amount reflects additional costs over the Bangor baseline to support the C-4 Backfit submarine squadron at Kings Bay.

Of the $85.4M FY 1986 Kings Bay O&MN request, $38.2M is for Kings Bay operation costs which will increase to $93.2M in FY 1991 as shown above. The remainder of the FY 1986 O&MN request is for non-recurring site activation costs such as facility criteria development, design review, construction coordination, equipment requirements development and equipment acquisition coordination.

Senator **Stevens**. Is King's Bay comparable in size to the Bangor facility?

Commodore **Malley**. Yes, sir. They each would be capable of handling one squadron of submarines.

Senator **Stevens**. One squadron. You have $85.4 million for operation and maintenance funding for Kings Bay in 1986. And you're really not very far along compared to Bangor, and their total is $111.5 million. What is driving the costs here already so high?

Commodore **Malley**. You were talking about the $85.4 million for operation and maintenance?

Senator **Stevens**. Operations and maintenance for Kings Bay is $85.4 million already.

Commodore **Malley**. That's the total cost for all, as your point of, the Kings Bay operations, getting everybody up to speed. And there also is an existing squadron of Trident I C-4 submarines here at the base. We're supporting them also, with the operation and maintenance costs.

Senator **Stevens**. Well, this is sort of unique, you know, as to what's going on here because you have $342 million for procurement of equipment and material to be installed, for refit training and strategic weapons facilities. That's in this year's budget, the weapons and other procurement items in our budget. That appears to be almost military construction. Is that a one-time expense?

Commodore **Malley**. Let me just go through, you're talking now about part of that $561 million you asked about earlier.

Senator **Stevens**. Right.

RDT&E FUNDS

Commodore **Malley**. The RDT&E funds, which are about 116 million dollars' worth of that are for the equipment for the Trident training facility.

Senator **Stevens**. No, that's in addition to that. You've got $115.6 million in addition to the amount——

Commodore **Malley**. That's part of the $561 million you referred to, though.

Senator **Stevens**. Oh, I see. OK.

Commodore **Malley**. I was just starting off with the RDT&E, which is the—which purchases the Trident training facility equipment that goes on board. The way the Navy budgets are training their first set is with RDT&E funds. WPN provides the procurement——

Senator **Stevens**. Now, wait a minute. Say that again. The first set of equipment going on installed in the training——

Commodore **Malley**. For training is with RDT&E funds. RDT&E. Their first use is really for training people for the 734, as well, for the performance evaluation missile shots.

Senator **Stevens**. But they're fixed installations in a permanent training facility, aren't they?

Commodore **Malley**. Yes, sir, but it's hardware that goes within the building, itself. After the building is delivered to the Navy, we then go in and install the equipment and it will be used for training. So that's after the beneficial occupancy date. The WPN appropriation amount, which is $136.6 million provides funding for the procurement of equipment for the strategic weapons facility, which supports the military construction program. That will be the checkout equipment and material to assemble and checkout the missiles, which, again, are installed after the buildings are delivered to the Navy.

DELIVERY DATE FOR BUILDINGS

Senator **STEVENS**. When are those buildings going to be delivered?

Commodore **MALLEY**. They start in 1988, as I recall.

Senator **STEVENS**. We're both going to have to face some tough questions. Why are we putting so much money up front in this bill for 1986, when the buildings aren't going to be completed until 1988?

Commodore **MALLEY**. To get to the answer to that question, you have to look at the lead times and the hardware to be delivered. It's approximately 24 months from the time you order the hardware until it's accepted by the Navy. Then it has to go to the building to be installed, checked out and certified that it is suitable for production of missiles, themselves.

Senator **STEVENS**. Isn't part of the cost involved here the installation of this equipment?

Commodore **MALLEY**. Yes, sir.

Senator **STEVENS**. Well, that's certainly not going to be done until 1988. Why do we have to put up that money until 1988? All I'm saying is that if you all end up having us appropriate a couple of hundred million dollars in here in this bill in advance of when you're going to spend it, you're liable to end up having something else cut that you need today.

Commodore **MALLEY**. We're just complying with the full funding principles of these type of funds.

Senator **STEVENS**. That's what I'm trying to get to is where the full funding principles apply to this equipment that is in my part of this bill. We now know that we really wouldn't affect the base at all in terms of the full achievement of the IOC if we staggered that money a little bit for that drydock. I'm trying to find the same information for this refit training and strategic weapons facilities' equipment.

Commodore **MALLEY**. Yes, sir. If you want those funds broken out on an expenditure basis, I'll have to do that for the record.

Senator **STEVENS**. Can you do that for the record for us?

Commodore **MALLEY**. Yes, sir.

Senator **STEVENS**. Without disturbing the IOC now.

Commodore **MALLEY**. I understand, sir.

[The information follows:]

FISCAL 1986 BUDGET BREAKDOWN

The FY 1986 Congressional budget submission includes $107.6 million in WPN and $215.3 million in OPN for equipments to be procured and installed at Kings Bay during FY 1987. FY 1986 funding is required to accommodate the hardware production leadtime of the items delivered on-site (which in itself would be as long as 24 months) plus the installation and checkout time at the facility to meet the operational need date. Additionally, $29 million is budgeted in FY 1986 WPN for planning and activation support at Kings Bay, including facility engineering support to the Military Construction Program, development of processing documentation associated with proofing of missile and reentry body operations, and establishment of the initial cadre of personnel responsible for developing training programs for SWFLANT missile technicians.

Should the equipment procurement portion of the WPN and OPN FY 1986 budget for Kings Bay acquisition be adjusted by the Congress to an incremental cost-incurred basis rather than a full-funded obligation basis, a Congressionally approved exception to the full funding requirement would be required.

If such an exception were approved as a part of the FY 1986 DOD Appropriation Act, approximately 50% of the equipment procurement portion of the FY 1986 WPN and OPN budgets would be required in FY 1986 with 30% and 20% in the two subsequent years. In addition the full $29 million required for planning and activation would also be an FY 1986 requirement.

Accordingly, the following language would be required in the FY 1986 Department of Defense Authorization and Appropriation Acts:

"As an exception to the full funding principle whereby each annual appropriation request must contain the funds estimated to be required to cover the total cost to be incurred in completing delivery of a given quantity of end items of equipment, this act provides for the funding of TRIDENT II initial equipment outfitting requirements at Kings Bay, Georgia on an incremental, cost incurred basis and specifically approves obligations and expenditures of $83,000,000 of Weapons Procurement, Navy funding and $108,000,000 of Other Procurement, Navy funding for this purpose."

USABILITY OF EQUIPMENT ALREADY IN PLACE

Senator **Stevens**. We don't want to disturb the IOC. We want you to be able to handle those ships the minute they're ready to be serviced here and stationed here. How much of the equipment that's here already to service this existing Poseidon squadron is going to be usable as far as the next squadron is concerned?

Commodore **Malley**. Very little, sir. The squadron is basically supported out of Charleston, and they're being supported, primarily, here from the tender, itself. If the missiles or anything else needs supported, they go on a TAK, which is a surface ship that will carry the missiles back up to Charleston for appropriate work.

SUGGESTION FOR DEFERRED FUNDING

Senator **Stevens**. I would like to see a breakdown on this account as far as the Kings Bay budget that's in the Defense appropriations bill on a basis of what fiscal year will the moneys be subject to outlay. We can see if it's possible to take some of these cuts people are talking about by deferring the appropriation to the year of expenditure, and not going a fully funded concept with regard to facilities of this type. As we've mentioned, you've got over a billion dollars here this 1 year. If you've ever been to a turkey shoot, you'd have some idea how Congress is going to be looking at the Defense budget this year. Because of the budget size this program is going to be a large target for people who want to cut the Defense budget. We're trying to understand the budget request we can prepare to deal with the situation. Other people, not knowing what they're doing, are liable to put up an amendment to just take money out, which would be, in my judgment, a mistake.

We'll probably have some written questions to go beyond my comments here, but I would like to see us dovetail these two bills to the maximum extent possible so we can get you the funding you need each year to keep it up.

PROGRAMS CAPABLE OF BEING DEFERRED

Let me ask you one last question, and that is, have you reviewed the facility to determine, in this tight period of our budget, what you could do without for awhile? Have you really gone over this knowing that we've got this fine-toothed comb coming at these two military budgets?

Admiral JONES. Yes, sir. This base was very carefully master planned with facilities that are absolutely essential to support the refit of the submarines, the production of the weapons of the missile, and the personnel support facilities to enable us to provide a reasonable quality of life for the people that are going to be working here. There's not anything in this program that we don't need, either in past years, in this year, or, in my judgment, in the future years.

Senator STEVENS. That's a pretty strong statement. I hope you're right because there are people that say they're going to take 20 percent out of the budget. If they take 20 percent out of the budget without cutting here, that means that you're liable to take 30 to 35 percent out of other functions of the Navy. So I hope you're right. I hope you really have looked at it, and it's really tight, because if it's not tight, we won't be able to defend it. People that are making a study of these budgets now are really going to be very tough opponents in Congress this year. And those of us who have defended the Defense budget are going to have a tough time if we run into areas of frills in major new functions, and this program is a major function in the Defense bill.

So I urge you to review it, and if there are some things you can defer, to defer it; if there are some things that you really don't need now, to let us know that, because, otherwise, we're not going to be able to win this fight of defending this Defense budget.

Thank you, Senator.

PROJECT DEFERRALS

Senator MATTINGLY. Thank you, Senator Stevens. I think that was the reason why in my opening statement I made the remark that we wanted the DOD and all the branches to respond back about deferral of projects, and that's the reason why we brought up the question about incremental funding for the drydock and other things. Needless to say, the budget process that the Congress uses is questionable, and I know that the Navy and other branches and everybody else goes by that process, but, you see, the budget process sort of fails in the Congress. Most of the work is now really being accomplished in the Appropriations Committee.

On defense, which is vitally important, on defense appropriations, on military construction appropriations, we must really get as many of the answers and work with everybody to try to fight off the people that are not as deeply concerned about the national defense of our country.

But what we're asking for is nothing to change the IOC of this military installation or the IOC of anything that we really have in the budgets but really a better way of budgeting—of appropriating the funds if there is a way to defer them that does not impact the IOC, we will want to do it. I think it's not only for the taxpayers, which I'm sure you are as aware of the taxpayers as well as we are. They want to make certain that the money is spent the best possible way, and I know you all will be very cooperative as you have been in the past on this.

DEFENSE OF TRIDENT SYSTEM

Senator STEVENS. I have defended the Trident System since the first year we ever went into this program, along with Senator Jackson, really spent a lot of time on the Trident Program. But I do think that we have to be cognizant of the fact that this base, in the period of the tightest budgets in the history of the United States, is going to be demanding the most money.

It will be the major target of the real budget cutters. The people who know what they're doing will look at this project. The people who want to go off and deal with the big publicity item concepts—this base will spend more this year than MX will spend. And all the fight we hear is about the MX. We don't hear much about Kings Bay yet, but we will by the time we get these bills to the floor. So I urge you to keep in mind that this is a very serious problem we're wrestling with.

Senator MATTINGLY. It's called be prepared. Especially for the public that is here, I think it's important that you hold hearings in the field, that they understand how this process goes on in the appropriation process and the questions that are asked, because I think it's valuable for you to see and know what goes on. And, I've got a lot more confidence in our regions media reporting than I do in Washington, DC. But to get along with the questions, one of the projects requested has been the radiographic inspection building, which seems to have a pretty high cost—per-square-foot cost. Could you explain that facility and explain that per-square-foot cost?

VERTICAL MISSILE PACKAGING BUILDING

And in that same area, also the vertical missile packaging building has a high per-square-foot cost. Could you sort of bring those two together for us?

Admiral JONES. Yes, sir, I can do that. The radiographic inspection building is used for nondestructive testing of the missile motors. The principle means for doing that is x ray. There are very high energy levels of x rays within the radiographic inspection building. In order to protect the people that are working in that building and contain the x ray in the building, we require 10-foot-thick reinforced concrete walls.

In addition, that building has four deep pits, two 38 feet deep, and two more that are roughly 21 feet deep. Because of the high water table, the site must be continuously dewatered during construction, and that's a very expensive operation.

The vertical missile packaging building likewise has several design features that influence the cost. First you also have the deep pits. We will assemble or package the missile in a vertical position. So there is a 42-foot deep pit in that building, which, again, requires dewatering during construction.

There are other special design features including explosion proof equipment and extensive grounding. We also need to recognize that the structure must be very substantial because it has to support the missile vertically. So, it has a 90-ton bridge crane at the top of the structure. It must support the bridge crane which carries the 65-ton missile and holds it in the vertical position.

It's a very substantial building with design features that are expensive. But, it's designed that way for safety. That's really the case in both of these buildings; we have safety considerations that are driving the costs.

COMMUNITY IMPACT ASSISTANCE PROGRAM

Senator Mattingly. I've got one last question, but the rest of the questions will be submitted for the record for you to respond to in writing. As you had on the slide, the Navy is requesting over $6 million for the Community Impact Assistance Program. Just briefly, if you could describe that for us.

Admiral Jones. In the 1986 program, sir?

Senator Mattingly. Yes.

Admiral Jones. The $6 million includes $3.1 million for Navy's share for a middle school in Camden County. There is also $765,000 for water and sewer improvements in Kingsland, GA; another $765,000 for a detention center and police station in St. Mary's and Kingsland, GA, and Nassau County, FL. The last substantial project is about $500,000 for five-laning of Osborne Road right here in St. Mary's.

There are several more smaller projects included in the $6 million, and I'll be happy to submit that list for the record, sir.

[The information follows:]

Trident

FY 1986 COMMUNITY IMPACT ASSISTANCE PROJECTS

Project and location	*Cost (thousands)*
Middle School Facility—Camden County	$3,000
Human Services Center—Camden County	350
Detention Center and Police Station—St. Mary's Kingsland, and Nassau County	740
Emergency Medical Services Center and Rescue Ambulances—Camden and Nassau Counties	130
General Government Space—St. Mary's	180
Water and Sewer Improvements—Kingsland	740
Road Improvements—St. Mary's	500
School Buses—Camden and Nassau Counties	110
Police Vehicles—Woodbine and Fernandina Beach	25
Salaries (KBICC)	200
Subtotal	5,975
SIOH	165
Total	6,140

Senator Mattingly. Thank you very much. I appreciate your testimony, and I appreciate the slide show, and I appreciate the response to the questions here.

Admiral Jones. We certainly appreciate the opportunity to testify, Mr. Chairman.

Senator Mattingly. Thank you. I know it's going to be a pleasure working with you. I think this is the first time you and I have met, and we've always had great relations with the Navy. You're doing, really, an outstanding job here at Kings Bay. You ought to be proud of everything that has been done by everybody here because it is an outstanding example of how projects ought to be run. If we would just make it applicable to the rest of them, it would be fantastic.

Thank you very much.

Admiral JONES. thank you, sir.

SUBMITTED QUESTIONS

Senator MATTINGLY. Before moving on to outside witnesses, we have additional questions from the committee which we will submit to you for response. They will be inserted in the record at this point.

[The following questions were not asked at the hearing, but were submitted to the Department for response subsequent to the hearing:]

ADDITIONAL COMMITTEE QUESTIONS

COMMUNITY SUPPORT

Question. How do projects qualify for the Community Impact Assistance funding?

Answer. The Community Impact Assistance (CIA) program is designed to assist communities around Kings Bay by funding eligible projects. To qualify, projects must meet the requirements of Section 802 of Public Law 96-418. They must be the direct result of increased activity at NSB, satisfy an immediate and substantial need as well as an unfair and excessive financial burden on the local community. We have conducted a Fiscal Impact Analysis of the area and identified potential projects, and we are working with the local communities though the KBICC to determine each year's projects.

Question. What is the total estimated cost for this program?

Answer. The total estimated cost for the community impact assistance program is $35 to $40 million.

Question. What projects have been funded in previous fiscal years?

Answer. We have funded the Kings Bay Impact Coordinating Committee for planning assistance, a new elementary school for Camden County, GA, expansion of the water/sewer system, in St. Mary's, GA and a sewage treatment plant in Kingsland, GA. We are in the process of awarding grants for the $4.7 million approved in the FY85 program.

Question. Briefly describe the program for fiscal year 1986.

Answer. The major project in the FY86 CIA request is a middle school for Camden County, GA. A number of miscellaneous projects for all local jurisdictions are also included.

Question. Once funding has been approved, how is that funding distributed to the local communities? Is this system working to the satisfaction of all parties concerned?

Answer. The direct grant approach was initiated in FY85 to facilitate the Impact Assistance program. Upon approval of a CIA grant application by the Office of Economic Adjustment (OEA), an agreement is struck between the community and OEA authorizing the community to proceed with the project. As work progresses, invoices are submitted. Once validated, payment will be issued to the account of the community for final disbursement. All concerned seem to be satisfied with the procedures.

Question. Explain to the committee the relationship between the Kings Bay Coordinating Committee and the Officer in Charge of Construction, TRIDENT; and now do both of these groups relate to the current base command structure.

Answer. The Kings Bay Impact Coordinating Committee (KBICC) was established as a result of Section 801 of the FY 81 Military Construction Authorization Act to provide local planning for the areas impacted by the establishment of Naval Submarine Base (SUBASE), Kings Bay, Georgia. The KBICC is made up of local elected officials and has its own independent staff to conduct studies and analyses. The Officer in Charge of Construction (OICC), TRIDENT is a part of the Naval Facilities Engineering Command and is tasked to design and build the facilities required at SUBASE. OICC TRIDENT works closely with the KBICC during the development of Community Impact Assistance projects. The KBICC and the OICC TRIDENT have separate missions from SUBASE, which is to provide support to the Submarine Launched Ballistic Missile System and to maintain and operate facilities for administration and personnel support for operations of the submarine force.

Question. In the area of Family Housing, is the Impact Coordinating Committee being kept informed as to the needs for housing for Navy personnel? And what support does the Navy need to receive from the Impact Coordinating Committee in relation to the need for Family Housing?

Answer. The Kings Bay Impact Coordinating Committee (KBICC) is kept informed as to the needs for housing for Navy personnel through projections of arriving personnel furnished to the KBICC by Officer in Charge of Construction (OICC), TRIDENT. The KBICC publishes a housing market analysis annually and a housing profile quarterly based upon these projections coupled with their own data. The Navy does not require any support from the KBICC in relation to the need for Family Housing.

Question. Can you tell us how the impact funding being requested for the local communities around Kings Bay compares to the funding provided during the time the West Coast TRIDENT base in Washington State was being constructed?

Answer. The Navy plans to spend $35 to $40 million for the local communities at Kings Bay, while the Community Impact Assistance program at Bangor totaled $55 million. $33 million that was spent on roads at Bangor under the Community Impact Assistance program is not required at Kings Bay. The balance of the $55 million, or $22 million, spent at Bangor was used to fund the same types of projects that will be funded at Kings Bay.

Question. I asked an earlier question on the dredging program for the base and its status. Could you please tell the subcommittee if there are any problems with the dredging program? Are any of the local areas being impacted -- through erosion -- by the dredging for Kings Bay? Are the waterways, once dredged, maintaining the desired depth for the time estimated by the Navy before more dredging is needed?

Answer. We are not experiencing any problems with the dredging program, nor do we believe that any erosion problem is caused by our dredging. Our experience to date indicates the maintenance dredging requirements are within the predicted range.

Question. I understand that the Navy has undertaken a risk determination study for the base because of the flight path for St. Marys airport over the Strategic Weapons Area. Please tell the committee about this study -- why is it being done, when will it be completed, and what probable impacts could come from the study?

Answer. The St. Marys airport risk assessment is being reviewed within the Navy Department. Upon completion of this review, the Navy Secretariate is expected to make a decision on whether the risk is great enough to require action impacting on the airport and the degree of the action to be taken, if any. Information on the decision will be provided to Senator Mattingly's office, and then to the Kings Bay Impact Coordinating Committee as soon as the decision is made.

SUBMARINE BASE CONSTRUCTION AND OUTFITTING

Question. What is the status of the construction contracting for those projects approved in fiscal year 1985 and prior years?

Answer. All of the facilities approved through FY84 are completed or under construction. The first big year for vertical construction was FY85, and all but one of the facilities approved in FY85 have already been awarded. We are well along with the design of the projects in the FY86 program and anticipate awarding all of those contracts in the first quarter of FY86.

Question. In May 1981, a Fiscal Impact Analysis was completed which indicated specific effects of the Base construction which would impact on the local communities. How is the Navy addressing these impacts, and what are the results?

Answer. We are providing assistance to the communities with Community Impact Assistance (CIA) funding for such projects as utility systems, elementary schools, a city hall, a fire station, and various public vehicles. We are working closely with the Kings Bay Impact Coordinating Committee (KBICC) to develop these projects. To date, the Congress has approved $11.7 million and in FY86, we have budgeted $6 million.

Question. Access to the base, obviously, is of vital importance. The Defense Access Roads Program is involved in resolving some of the impact in this area. Please tell us what Defense Access Roads have been completed, what projects are in progress, and what projects are planned for the future?

Answer. Completed projects under the Defense Access Road program include the Spur 40 (South of Stimson Gate), Colerain Road, and Point Peter Road. Three projects are under construction - Kings Bay Road, the St. Mary's Road extension and the St. Mary's Road, which are each approximately 50% complete. The Spur 40 (north of Stimson Gate) project is to be awarded this spring. This will complete the major Defense Access Roads for Kings Bay. We are currently planning a future Defense Access Road project - $3.1 million in FY89 - to repair any roads damaged during our construction program at Kings Bay.

SUBMARINE BASE CONSTRUCTION AND OUTFITTING

Question. When will the overall construction be completed at Kings Bay?

Answer. We will complete the majority of the construction by the Initial Operating Capability (IOC) date of December 1989 and the rest will be completed by the early 1990's.

PROJECTS

Question. What is the status of the TRIDENT Training Facility construction?

Answer. Work to date has primarily involved site preparation, placement of concrete foundations and framing, and erection of structural steel. Construction is fifteen percent complete and on schedule.

Question. If the Drydock is authorized and appropriated in Fiscal Year 1986, when is the first drydock work scheduled?

Answer. December 1990 is the first scheduled submarine refit in the drydock.

Question. Please explain what "Refit" facilities are. What projects are specifically programmed for this operation in fiscal 1986 and the out-years?

Answer. The TRIDENT refit facilities repair and replenish the OHIO class submarines between overhauls. In fiscal year 1986, the Drydock, Refit Warehouse, Controlled Industrial Facility, Command and Control Systems Shop, and Hull Shop are programmed for this operation. The remaining facilities required for refit operations include: the Submarine Supply Assistant Team Facility and Refit Wharf #2 in FY87; Covered Storage, Hull Cleaning Support Facility, a Non-metallic Shop, and Refit Warehouse Addition in FY88; and Refit Wharf #3 to be constructed in FY89.

Question. Please tell us the status of the "refit" facilities already approved?

Answer. All refit facility projects were awarded during the first quarter of FY85. The first phase of the refit facilities included: Refit Industrial Facility and Administration Building, Refit Wharf #1, and the Waterfront Services Facility.

Question. The fiscal 1986 request seeks funding for the second phase of the strategic weapons facilities complex. Tell us about this $91 million project, and also the status of the phase one construction.

Answer. The second phase of the strategic weapons facilities provides the balance of the production facilities required to assemble the TRIDENT II missile. The project consists of 8 buildings that are being constructed to provide missile assembly, warhead maintenance and storage, missile maintenance and security.

All of the phase one construction contracts in the FY85 Strategic Weapons Facility project have already been awarded and construction is on schedule.

Question. Does the overall construction program provide the facilities for strategic weapons at the appropriate time to allow for equipment installation, training and so forth? Please explain the schedule.

Answer. Yes, the facility construction schedule provides the facilities in time for equipment installation, training and slow-run-through in time to meet the missile production requirements before IOC.

Question. What other facilities, if any, are needed to support the TRIDENT missile mission at Kings Bay?

Answer. Although the fiscal year 1986 request completes the missile production facilities, additional magazines, an explosive handling wharf and support facilities are programmed in the outyears.

Question. When will these facilities be requested -- what are the costs associated with them?

Answer. Based on our current program we will need additional facilities in FY87, FY88, FY90 and FY92 totaling $150 million.

NONDEPARTMENTAL WITNESSES

KINGS BAY COORDINATING COMMITTEE

STATEMENT OF FRED SUTTON, CHAIRMAN, KINGS BAY IMPACT COORDINATING COMMITTEE, AND MAYOR, CITY OF KINGSLAND

ACCOMPANIED BY DONALD MITCHELL, MAYOR, CITY OF WOODBINE

SUPPORT OF KINGS BAY TRIDENT BASE DEVELOPMENT

Senator MATTINGLY. The Kings Bay Coordinating Committee will be next.

Mayor SUTTON. Mr. Chairman, Chairman Stevens, I am Fred Sutton, chairman of the Kings Bay Impact Coordinating Committee, also mayor of the city of Kingsland. First of all, allow me to say that it is indeed a pleasure for me to appear before you today, and on behalf of the elected officials who comprise the Kings Bay Impact Coordinating Committee, I would like to thank you and your committee for conducting this hearing on site within the Kings Bay area.

Since the Kings Bay Impact Coordinating Committee was organized over 4 years ago, we have experienced and participated in many firsts, and today is no exception.

While you are familiar with our area, Mr. Chairman, we hope that Senator Stevens will have time to look around and become familiar with what we like to call "southern hospitality" during his visit with us here in Camden County. As a matter of fact, we just ordered this weather specifically for you, sir.

Today, Mr. Chairman, I want to thank you and your committee for the support which you have previously given to the Kings Bay area governments after voting to establish the KBICC in 1980 for the purpose of supporting local governments in preparing their response to the establishment of the east coast Trident submarine base. You have appropriated over $10 million in community impact assistance moneys for local government capital improvements based on the extensive justifications contained in many plans and studies commissioned by the KBIC.

Present and past members of the Kings Bay Impact Coordinating Committee have established a reputation of presenting only credible projects for your consideration and support. As the newly elected chairman of the KBICC, I pledge to you today that we shall continue this practice in the future.

At this point, I would just like to make mention of the fact that we have several of our Kings Bay Impact Coordinating Committee members with us present here today, and they are concerned about our needs.

GROWTH IN CAMDEN COUNTY

While our committee has projected and defined an expected growth over the past 4 years, let me point out that evidence of change is readily available today. For instance, cities within Camden County have added some 1,268 water-sewer customers since 1980. Included in this number are many multifamily units and motel rooms, which are really counted as only one unit or one customer.

The number of postal rental boxes in nearby Kingsland has increased from 830 in 1979 to 1517 today. And yet, after 4 years of gradual change and much talk, we must now work harder than ever before to convince our area citizens not to become complacent because the first of several dramatic growth years is just beginning.

HOUSING UNIT DEMANDS

A January 1985, update to the Kings Bay Comprehensive Housing Market Analysis identifies a demand for over 2,386 housing units directly related to naval submarine base, Kings Bay; in Camden and Nassau Counties over the next 3 years, demographic projections to indicate the creation of over 3,758 jobs during the same period; and, of course, most recently, President Reagan's budget proposal of over $400 million for Kings Bay construction in fiscal year 1986 undergirds and confirms our projections of height and activity.

As already stated, your past support has been instrumental in allowing local governmental expansion projects to move forward. However, we must continue to seek assistance from you and request that you look favorably upon our fiscal year 1986 projects and others that will be proposed to you prior to 1990.

OUTLINE OF IMPORTANT PROJECTS

Because of the spirit of cooperation of others during the past year, the impact committee has accomplished many important projects, and at this time, I would like to briefly outline to you some of these achievements and also call your attention to some issues which are, we think, of deep concern to us.

DIRECT GRANTING

First, I commend the Office of Economic Adjustment and the Navy for agreeing to administer approved community impact assistance projects through the first ever Department of Defense Direct Granting Program. We appreciate the DOD, the Navy and the Office of Economic Adjustment and congressional support of direct granting. I am happy to report to you a total of 16 projects are approved for 1985, and all now are moving forward under the direct granting procedures, and we anticipate receiving the first community impact assistance granting money shortly.

1984 PROJECTS

Our fiscal year 1984 projects are also moving along very rapidly. In fact, the first fiscal year 1984 CIA project was completed and became operational during the first year when the city of Kingsland completed the expansion of its waste water treatment plant. In St. Mary's, final engineering designs are being completed for their water-sewer expansion project. City officials have announced they expect construction to begin shortly and to be completed by early next January.

SCHOOL CONSTRUCTION

Design for the Crooked River Elementary School near Kings Bay is complete and the site is cleared; however, there has been some controversy surrounding a new State law and it has delayed the construction at this time. But I understand from Superintendent Brewer that just last week appropriate waiver was issued and construction should begin shortly.

ECONOMIC DEVELOPMENT DIVERSIFICATION STUDY

In August 1984, an economic development diversification study was completed, which addressed the need to limit the dependency of our local economies on the Navy. It is rewarding to note that business and government leaders in both Camden and Nassau Counties are pursuing the recommendations of this study. Consequently, a county-wide chamber of commerce will soon be a reality here in Camden County. Nassau County is beginning the revitalization and development of its ports.

ON-BASE HOUSING

Mr. Chairman, while members of the Kings Bay Impact Coordinating Committee support the idea of affordable housing for personnel assigned to Naval Submarine Base Kings Bay, you are personally aware of the controversy and conflicts, as you referred to earlier, that can surround the construction of on-base housing units. I must say at this point I am very pleased that you have already questioned the future of on-base housing here in this hearing this morning.

As we begin to see private sector respond to the build-up that is now imminent, we believe every opportunity must be given to private developers in order to allow them to meet the housing demands in our area. It is significant to note that when the last phase of 165 on-base housing units was occupied in 1984, vacancy rates of some off-base inventories increased to as high as 25 percent.

We are pleased that the officer in charge of construction Trident, as outlined to our committee recently, that the Navy does not anticipate building additional on-base housing until 1988, and then only if adequate housing is unavailable in our communities.

Reports indicate this information has already assisted many developers in their negotiations with financial institutions and various clients, and it is imperative that such information continues to be made available. As a matter of fact, Mr. Chairman, we commend OICC Trident and the commanding officer of Naval Submarine Base Kings Bay for their past cooperation pertaining to housing issues, and we respectfully request that this cooperation continue so that every effort can be made to adequately address housing development within the Kings Bay area in the most cost-effective manner possible.

ST. MARY'S AIRPORT SECURITY PROBLEMS

Some other issues of concern to the committee this past year which need continued monitoring by the Navy, which may be of interest to you, include the need to know more concerning the Navy's plans toward addressing any safety or security problems associated with the St. Mary's Airport; the status of Navy studies and findings pertaining to the possible closing of the North River to all civilians; the need to continue the progress made to date toward the renourishment of Nassau County beaches by utilizing appropriate dredge material.

Because the KBICC is involved in providing technical assistance to area governments we certainly feel it is essential that we be kept informed of any and all actions by the Navy which would have any effect on our communities or on our plans as they are developed. Issues which will affect the citizens of our area should be immediately communicated to the public when questions first arise.

COMMUNITY IMPACT ASSISTANCE FUNDS

Today we come before this committee in support of our request for fiscal year 1986 community impact assistance moneys. I believe every effort has been made on the part of our local governments to keep our requests as reasonable as possible and to request only funds which are essential to prevent unfair and excessive financial burdens to our area citizens. Local officials realize that we cannot depend entirely upon community impact assistance moneys and other Federal programs to meet our increased capital and operating costs; however, it is also important to realize that while the Congress has generously appropriated $10.165 million as the Federal share for area projects over the past 2 years, the total project costs have totaled $21.347 million.

I bring this differential figure to your attention this morning in order that your committee may recognize that while many private benefits are being realized locally as a result of Kings Bay development, governmental services still must be built in anticipation of demand, and our citizens are not just sitting waiting on the Federal Government to fund all approvements.

Considerable local matches have been provided, and that welcome mat has been rolled out for the U.S. Navy in our area; however, as local elected officials, we must be cautious not to match ourselves into a financial bind or possible bankruptcy.

Mr. Chairman, with your continued assistance, communities within our Kings Bay area will remain capable of responding to the challenges that lie ahead, and I am confident that when our program is complete, your committee, local officials and our area citizens will look back over our accomplishments with a mutual sense of satisfaction and pride.

Now, to discuss our fiscal year 1986 program with you, I would like to present a very close friend of mine and colleague, Mayor Don Mitchell. Thank you.

Senator MATTINGLY. Mayor Mitchell.

STATEMENT OF DON MITCHELL, MAYOR, CITY OF WOODBINE

SUPPORT FOR RINGS BAY PROGRAMS

Mayor MITCHELL. Mr. Chairman, members of the committee, and Chairman Stevens. I am Donald Mitchell, mayor of the city of Woodbine, which is the county seat of Camden County, and a member of the Excecutive Committee of the Kings Bay Impact Coordinating Committee. It is a pleasure for me to appear before this distinguished committee, and to join with Chairman Sutton in expressing my appreciation to you for your past support.

I now have presented testimony before congressional committees over the past 3 years, and I must confess that I have a heightened spirit of excitement and enthusiasm today as we present our fiscal year 1986 project request. No longer is the impact committee solely involved in planning for a future out somewhere in time, but, rather, as an informed official, I am extremely familiar with the recent developments described by Chairman Sutton. Fiscal year 1986 looks to be every bit as exciting as has been projected over the past 5 years.

CAPITAL PROGRAM

In October 1982, the KBICC adopted a proposed fiscal year 1984 to 1989 capital program that first recognized the improvement requests of local governments for projects essential to meet the needs associated with the development of Naval Submarine Base, Kings Bay. Since that time, however, these requests constantly have been refined and revised in order to reflect the most immediate governmental demands, while presenting the best possible solutions to resolve various needs.

As usual, each year our local governments are requested to provide updated needs assessments and proposed solutions to facility problems. These solutions are the collected result of detailed study and analysis by local communities, the KBICC and the U.S. Navy, with ultimate approval by an intragovernmental task force composed of local, State, and Federal officials. Extensive review sessions were conducted this year to further define the scope of each individual project presented today and to reach agreement on the proposed Federal shares for these projects. The Navy has now pledged its full support of the recommended projects for fiscal year 1986.

PROJECT PROPOSALS

Even though our staff has provided your staff with detailed specifications on each particular project proposed for fiscal year 1986 funding, I would like to take a few minutes to discuss our latest project proposals with you.

As always, each member of your committee has received or will receive a copy of our executive summary which generally outlines our funding requests. We also have provided you with our revised projected capital program through fiscal year 1990.

As in the past, our fiscal year 1986 project requests is a no-frills list of items that are essential to meet the demands for expanded governmental services in our area.

LOCAL FUNDING REQUEST

Our request of $5.771 million for capital improvements includes projects in the areas of water and sewer, education, public safety, roads, human services, and general government. Even though we are seeking $5.771 million for capital improvements, the 14 projects requested carry a combined total price tag of over $8.563 million. However, as always, funding has been sought from every conceivable source and a partnership among local, State, and Federal funding sources will be utilized to achieve these projects.

As evidence of our reassessment and refining process, consider for a moment that in April 1984, we projected a fiscal year 1986 program cost of $6.7 million. However, after further refinement, Mr. Chairman, I am pleased to report that our fiscal year 1986 request for capital projects totaled less than earlier projected. Of particular note is the fact that our committee continues to encourage and promote projects among our local governments that will assist and serve all citizens in response to increased challenges associated with the pressures of a growing population.

SCHOOL CONSTRUCTION AND HUMAN SERVICES COMPLEX

Included in our request for fiscal year 1986 is a second school within Camden County to be justified based on anticipated population demands. In addition, stage 2 of a human services center complex is found in our 1986 program. Hopefully, this facility will alleviate much of the overcrowding of facilities that currently exist within Camden County human service agencies.

RECREATIONAL ISSUES

In the case of Nassau County, Mr. Chairman, it is to be noted that while this year's funding request is only $266,000 for public safety and education projects, efforts are underway in our fiscal year 1987 request to resolve several outstanding recreational issues in order to address the demands being placed upon Nassau County beaches. Nassau County officials have been patient in their request for community impact assistance money for recreation until a few remaining issues can be resolved between the State of Florida and other interested parties.

REDUCTION IN OPERATIONAL FUNDING

You may recall further evidence of our good faith intentions when just last year, in order to save every dollar possible, the Kings Bay Impact Coordinating Committee recommended a reduction of $200,000 from the President's proposed budget request for KBICC operational funding. The KBICC's spirit of cooperation and interest in pursuing only those projects judged to be justifiable have contributed greatly to the success of the Kings Bay Impact Coordinating Committee before congressional committees, such as yours.

I believe our credibility as a committee as outstanding, and, therefore, without hesitation, I respectfully request your continued support of the Community Impact Assistance Program and your approval of the requested community impact assistance projects in the President's fiscal year 1986 proposed budget. As previously stated, these funds will include $5.771 million for capital projects and $370,000 for defense construction, inspection and maintenance fees, and the operation of the Kings Bay Impact Coordinating Committee.

I would like to point out that by most standards our projects are modest in scope and represent a minimum acceptable level of public service. However, as I have warned before, no Federal assistance will mean that needed public facilities will not get built until long after a critical need surfaces. The quality of life in our communities will decline, and this could have a damaging effect on the retention rate of personnel assigned to Naval Submarine Base, Kings Bay.

Therefore, today, I respectfully request that you continue to support us in our efforts to address those projects that are required to support Naval Submarine Base, Kings Bay operations.

Thank you. Should you have any questions, Chairman Sutton and I will be pleased to respond.

Senator **MATTINGLY**. I would like to thank Mayor Sutton and Mayor Mitchell for your fine testimony, and I would also like to say it is a pleasure working with you all. Also, I want to commend Jones Hooks who does such an outstanding job as the director, and the close communication he keeps with us and the committee. We appreciate that.

Military construction handles projects all over the United States and all over the world, and it is indeed a pleasure working with you all.

Thank you; we'll call our next witnesses now. Thank you.

Senator **STEVENS**. Thank you very much.

Senator **MATTINGLY**. Mr. Dave Parrish. Please go ahead, Mr. Parrish.

SOUTHEAST GRADING COMPANY

STATEMENT OF DAVE PARRISH, PRESIDENT, SOUTHEAST GRADING COMPANY

ECONOMICALLY DISADVANTAGED COMMUNITIES

Mr. **PARRISH**. My name is Dave Parrish president of Southeast Grading. I'm here today to testify on behalf of some very tough decisions, or problems, I might say. First of all, I want to thank Senator Mattingly, who is our Senator from Georgia, who I believe has worked very hard to bring about a lot of changes down in Kings

Bay. Also, I want to thank Senator Ted Stevens, base personnel and officers.

First, I want to make a few comments about the strength of the Nation as I see it, which I think is very important, before I talk about participation. Right now, the country is, in fact, stronger than I remember it being in a long time. I think when the country is stronger, I think we all have the opportunity to be stronger. It doesn't necessarily mean that we all will be, but we have the opportunity to be. I want to commend the administration for that strength and the leadership in our President.

Now I would like to talk a little bit about the subject I was brought here to talk about, minority participation and economically disadvantaged communities. When I say "Economically disadvantaged," that means not in terms of the written statements which are now in specs in a lot of these construction manuals. I think in order for minority participation to work—it has done a pretty decent job in the past, and I think in order for it to work in the future, we must look at it in a different light.

MINORITY PARTICIPATION

I think we must look at minority participation as a holy marriage, and not as a shotgun wedding. I think in the past that is the way it has been in many instances, a shotgun wedding kind of situation. I don't think anything will work with that kind of attitude.

I think subcontractors, general contractors and owners of certain facilities must come together with some kind of working solution. As it is this day, I don't think it will last continually. However, I think with some added substance to it, it will work. I think all people from a disadvantaged community are entitled to an opportunity to participate in the mainstream of the economic system of this great country we live in.

What I am saying by that, I think the Government must play its part in putting the criteria in specifications that makes it meaningful for all of these disadvantaged firms who desire and have the capabilities to perform to participate in these systems. What I mean by that is, I think, that Government must place in the specifications some definite criteria to enjoin the general contractors and the subcontractors together. I think also in disadvantaged communities, wherever joint ventures are applicable, they should come about in the disadvantaged communities.

TAX BREAKS FOR AIDING DISADVANTAGED COMMUNITIES

I believe also that the general contractor, in most cases, should be given some kind of tax credit or tax break for working with the disadvantaged communities, in terms of giving them opportunity to work with him on his projects. I don't know exactly how this can be done, but I'm sure that it can. That way he will not then try and alienate and destroy the subcontractors. He will then be willing to work with the subcontractors because then it's beneficial to all.

I think in the overall picture, the only way that the participation can work, it must be beneficial, not only to the minority subcontractor, but the economically and disadvantaged community as a whole. It must be an advantage to the owner to have the kind of relationship that is needed between the parties in order to make it work. I think that the general contractor would then be more in tune to try and train and make more qualified contractors who can go out and do their part in their own community. I think that's what it is all about.

I think minorities and others in the disadvantaged communities, when they have arrived to a point, I think then they owe something back to the community, that they must be in tune to deal with the community at large. I think there must also be criteria in the specs to make that come about.

I am glad today that I had this opportunity to come and express what I feel needs to be, in order for it to work, when we talk about minority participation. I think it needs to be, not only minority participation; it needs to be all economically disadvantaged communities—need to participate in the mainstream where we do not have, as I said earlier, this shotgun kind of situation.

I don't know if many of you know what I mean when I say shotgun weddings, but there have been words said, you know, like sometimes in the past some guys have had to have a shotgun drawed on them to make them marry a certain girl for whatever reason. I don't think that kind of marriage will work. I think it has to be a marriage where people marry because they know it's right, because they want to do it, because they want to make community better. I think it can work if this is looked at in the spirit of right.

I want to thank the Senator for inviting me to come down today. Thank you. I request that my written statement be included.

Senator MATTINGLY. Thank you, Mr. Parrish. We appreciate your comments. I certainly won't comment on shotgun marriages. But I thank you very much, and your written text will be included in the record.

[The statement follows:]

PREPARED STATEMENT OF DAVE PARRISH

"MINORITY PARTICIPATION AND DISADVANTAGED COMMUNITIES"

To Senator Mack Mattingly of Georgia, Senator Ted Stevens of Alaska to Capt. Greenwald and all base personnel, many of you whom we have worked with for several years. And especially to you who are in attendance for this occasion.

We are deeply appreciative for this opportunity to be with you today. Words cannot truly express the joy that rushed to my heart when I was contacted a few days ago and it was certified that I would be appearing here today. And if they could I am sure I could not say them.

I want to take a few moments to comment on President Reagan's administration as I see it today. Economically, our country is better off today than has been over the past several decades. When the country is better off, certainly the people are better off. Now I know as well as some of you that regardless of how well any situation may be for most of us. Some are always left without or to suffer. But here I refer to the mass, and, the mass then must become more involved, so that total of good can be shared by all.

Further, this does not excuse Government but it allows private and public responsiveness to a need. At this moment in history, Ronald Reagan means more to U.S. and the world than perhaps any political figure in the past. Not only is he a great President, but he is also a bona fide statesman, and is recognized, around the world as a leader that does not waste time and energy on non-substantive issues.

As I look out among you I see many fellow contractors and kinsmen of the contract world and I really want to make a comment or two on how to use the mechanism we have today to make for a better working relationship within the program structure as we know it today.

I really want to address the issue of minority contractor participation along with disadvantaged contractors, because as I see it both are in the same well that has been dug, by us.

First, minority participation is a good sound program, but it's no better, than how it is really represented by each of you. We must find ways using the program available to achieve your aims and objectives of any nature, or, the program itself should be scrapped.

No matter how well a program is designed it is only a program. The program implementation is in your hands.

It is in the hands of the contract owners to write certain criteria in the specification that will bring about greater participation by minorities and other disadvantaged contractors.

It is in the hands of the General Contractor to deal fairly and squarely with minorities and disadvantaged contractors. It's in the hands of sub-contractors to accept legitimate work and be represented on job by their firm.

It is in the hands of minority participants to deliver on schedule the agreed upon contractual work. It's in the hands of minority and other disadvantaged contractors to consider joint ventures when applicable, together for the best interest of all concerned.

It is in the hands of those of us who have made it, to show interest and concern for those who are yet struggling. By lending our support, expertise and knowledge in order that more will survive than perish.

It is in the hands of government, to possibly pass along a prime contract, to qualified minorities and disadvantaged contractors to joint venture together using other sub contractors, to fulfill the contractual obligation.

It is in the hands of government to possibly offer tax breaks for General Contractors in training and assistance for minorities in certain areas. It's in the hands of government to monitor minority participation to determine if minorities are really participants in the contract projects.

In fact there must be a harmonious relationship between all parties involved. The shot gun forced relationship will never work, because is self destructive. The matrimonial approach, a holy marriage between General Contractors and minority participants, must take place if we are to have a better program. We must mend any differences and respect one another, and I know through the help of each of us we can do this to the benefit of all.

NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE

STATEMENT OF KEN TAYLOR, LOCAL PRESIDENT, NAACP, CAMDEN COUNTY, GA

Senator MATTINGLY. Our next witness is Mr. Ken Taylor of the Camden NAACP.

Mr. TAYLOR. Mr. Chairman. I am Mr. Ken Taylor, president of the local chapter of NAACP. I am a lifetime resident of Camden County, and that's what I would like to present when I present my address today, similar to Mr. Parrish, except I am speaking strictly from the heart of this county here.

I would like to address this committee on economic development and participation of socially and economically disadvantaged individuals also. We feel, and when I say "We," I mean the NAACP, the majority of the blacks from Camden County, feel like we have been completely left out of this total program since day 1 Kings Bay came to Camden County, 1982. We were—had a very good communication at that time when they first came in, and now we can hardly get a telephone call out there.

AFFIRMATIVE ACTION COMMITTEE

We have an affirmative action committee set up at the base, and, of course, it's going to work properly, hopefully, with the participation of the folk out there. But it is evident that the Navy, nor the Federal Government, have any intentions of letting us play a part in the buildup of Kings Bay or its studies. By that, I mean that at this time, I think that since Kings Bay has been out there, we have only had more than three black contractors on the base. Out of those three, hardly any of those have contributed anything to the black community.

Once a business is awarded a contract and take his stand or go behind the gates of Kings Bay, we very rarely hear anymore as to what kind of affirmative action plan they had, the contractors had. This is beginning to be very discouraging. We had a good many contractors before Kings Bay came in, but because of the large buildup and the large units built, that just about put them out of business. As a matter of fact, it has.

IMPORTED CONTRACTORS

The only contractors that are basically coming in—I'm not only talking about blacks at this particular time, are contractors from out of the other towns, other States, and that type thing. They're imported into Camden County, which, again, leaves us completely out. We can't get to see them to ask about any business—do any business with them, and, of course, it's not being forced on them to bring some type of plan to present that we could have something to work from.

I understand that we have two books at the base that are given to contractors, one they call the black book, which is the construction handbook, which shows nothing at all about any kind of—doing any kind of business with the small business or smaller disadvantaged businesses. But they also have a fly sheet that comes along with the contract with the invitation to bid that states in clause 28-93 and 97 that they should participate, or, if requested to, present a plan—some type of affirmative action plan to the construction officer. Evidentally that's not being done because we've had so few people that are playing a part with them.

That is more discouraging to us than what is going on with the—of us not doing any business with the Navy, because of the large contracts that are being awarded, and we can't get anything at all out of these people, any kind of participation to bring in our communities that we could feel like we are a part.

The key to this whole thing is that this is our home. We were here before the base came here. Now, we're just on our own, one part of the community where we live, and we have absolutely no say so. We don't know hardly what's going on unless we read the paper or listen to the news; that type thing.

NAACP INVOLVEMENT WITH BASE

So we are trying to—the NAACP part that it's trying to do is to get different—get our people involved with the base. We have tried on different occasions to make it a volunteer-type thing, but that doesn't work.

We would also like to ask the committee to work with us in helping us get some type of communication that we can allow our people or offer our people an opportunity to be a part. If they're not qualified, then we should get them qualified or have some type of training. We have absolutely nothing to say now that we are a part of Kings Bay, absolutely nothing at all. It's very discouraging to see all of this money—that's all we've been talking about all day, money, money, money, and we just can't come up to a second of what has been spent or what is going to—what kind of part the blacks of Camden County are going to play in this base, even though we have to pay for the buildup in this community and different things that come with the community. Our taxes are going up. My taxes have tripled since this thing has come to town, and I have absolutely nothing to show why it should.

The surrounding counties are really not affected by the buildup of Camden County and Kings Bay—by the buildup of Kings Bay because they're not here to have to go through the different add-ons that we have to pay for. Of course, here, again, our plea is to let us be a part of this base. I think we deserve that. We're not asking for any handouts; we're just asking for an opportunity to participate. Even in our studies, we're not involved in that. We don't know what's going on with the blacks and the impact at Bangor in the black communities.

We don't see anything coming into ours in the buildups. If they have gotten money, they're not spending it now, so we just don't know what to expect ourselves.

IMPACT ON BLACKS FROM KING'S BAY PROJECT

I do not know of anybody that came back and say "Well, we did go in the black community in Bangor, WA, and this is what we found. This is what you people need to start being aware of." We just don't know. We don't have any blacks in the—permanent blacks on the impact committee, and, of course, the committee is set up mostly of elected officials. With our backward elected system, then it makes it difficult for us to get folk on there, particularly, only on there for just a minimum time until the election is back around again. So we're still losing communication.

So my plea to this committee today is that you all understand what we want to do, what we would like to do. We would like to play just as much part as anybody else in this community since it is our base at this particular time. We would like to get you folk to help us get some kind of communication or some type of program where we can find out what is needed and how we can get involved with those projects on the base, with the buildup.

We're talking about just too much for us not to have done anything at that base at all since it's been there. It wouldn't be bad if this was not our home, but this is our home. I think if you would go out now and take a poll, that a lot of this that we're talking about today would be damned because we're just not getting a portion of what is going on with the base.

Thank you.

Senator **Mattingly**. Thank you very much, Mr. Taylor, and we will take into consideration your testimony. I'm certain the Navy has heard your testimony. I also will ask Mayor Sutton to provide for the committee his study involving the minority programs to make that part of the record.

Mayor SUTTON. Mr. Chairman, if I may, I would like to respond to a portion of Mr. Taylor's comments.

Senator MATTINGLY. OK, go ahead. Mayor Sutton.

BLACK INVOLVEMENT IN KING'S BAY PROJECT

Mayor SUTTON. Only that portion which related to the Kings Bay Impact Coordinating Committee in which he said there were no black officials. We do have three black officials on the Kings Bay Impact Coordinating Committee.

Mr. TAYLOR. Employees.

Mayor SUTTON. We also have a number of blacks that have benefited directly and indirectly through the impact committee. As a matter of fact, Mr. Chairman, for your information and for the record, certainly, we have a briefing here as to our commitment as to how we are in regards to minority interest. We would like to make this a matter of record for you. We certainly support minority interests in the Kings Bay Impact Coordinating Committee, and I just wanted to respond to this.

Senator MATTINGLY. Thank you, Mayor Sutton. Do you have something for the record to give us?

Mayor SUTTON. Yes, sir, I do.

Senator MATTINGLY. We have it? We have it right here? Good. Thank you very much.

[The information follows:]

THE KINGS BAY IMPACT COORDINATING COMMITTEE AND MINORITY INTERESTS

The Kings Bay Impact Coordinating Committee is an organization of local governments affected by the development of Naval Submarine Base, Kings Bay. The organization responds to concerns and issues raised by local governmental officials and promotes funding requests for priority projects established by Kings Bay area governments. The black community, through its local governmental officials is addressed on an equal basis with all of the citizens of the jurisdiction or area of concern. Two of the Committee's five Executive Committee members are black while the full Committee's composition is 1 white female; 3 black males; and 9 white males--all elected officials.

The Kings Bay Impact Coordinating Committee has extensively relied upon consultants for the preparation of planning studies. The Kings Bay Impact Coordinating Office's consultant selection procedures have provided for awarding minority enterprise bonus points in the proposal grading system from its inception. Several local government A/E selection procedures have also utilized this provision at the recommendation of the Kings Bay Impact Coordinating Office. In addition, procurement standards and procedures have been required of each local government participating in the Community Impact Assistance program, and these procedures provide for expanded and equitable opportunities for minority firms.

The Committee has employed blacks in several positions including a planning intern, temporary clerical staff, and a part-time receptionist. The Kings Bay Impact Coordinating Office does not discriminate in hiring on the basis of race, but instead each of the four permanent hirings that has taken place since January of 1981 has involved an affirmative action effort. Aptitude and ability are the primary criteria for employment with the Kings Bay Impact Coordinating Office.

The following description of plans and projects which have specific benefits to blacks are by no means all inclusive. It is very difficult to isolate the benefits of many government projects and actions such as a new fire station, city hall or an improved thoroughfare to one segment of the population. It is undeniable that blacks will share in the benefits of the facilities and programs the Kings Bay Impact Coordinating Committee is able to assist in instituting or building. The Committee is open to constructive criticism from the black community.

*City of Kingsland - The Kingsland Land Use Plan (April 1983) recommended infilling and redevelopment in the Northwest section of the City, a predominately black neighborhood which has good environmental capabilities for growth. The Kings Bay Impact Coordinating Office assisted the City in preparing a successful Community Development Block Grant application and strategy which justified public facility investments in this area based upon current deficiencies and the projected requirements resulting from growth. This Community Development Block Grant project which will be initiating construction in the near future includes the construction of the West Canal - a major outfall drainage channel identified in the Camden County Master Drainage Study (February 1983). Also included in the CDBG project is approximately 40 sewer connections which are made possible by the expansion of the City's sewer treatment plant, accomplished in part by Community Impact Assistance monies (FY1984).

*Camden County - The Kings Bay Impact Coordinating Committee provided funding for preliminary planning and programming for the Kingsland Satellite Human Services Center; assisted in lobbying for a state appropriation for the facilities construction; prepared a successful Community Development Block Grant application for the funding of on and off site improvements and received approval for $66,000 for furnishings and equipment for this facility through the Community Impact Assistance program (FY1985). This facility provides more convient human services support to low income residents of the soutnend of the County, including a significant number of minority citizens.

*Woodbine - Ralph Bunche Human Service Center - The KBICC assisted in the preparation of a successful application (FY1985) for major renovations and site improvements of this facility which provides day care, head start, senior citizens, handicapped training, and human services to residents of the northend of the County, including minorities.

*City of St. Marys - The Kings Bay Impact Coordinating Office assisted the City of St. Marys in preparing a successful Community Development Block Grant project application which provided for road and sidewalk improvements in the Bangal and Mill neighborhoods. This project also provided for water and sewer connections in these neighborhoods. The expansion plans for the City's water and sewer capacity funded in part by the Community Impact Assistance program (FY1984) provided for the city's ability to provide these connections.

*Zoning - The Kings Bay Impact Coordinating Committee has assisted local planning commissions in the development of zoning districts which allow for a mix of manufactured and conventionally built housing in selected neighborhoods. In addition, office-residential districts allow for transition of residential areas to less intense co-mercial uses that are compatiable with existing residences. Both of these districts have or potentially could benefit minority neighborhoods.

Primary Growth Area Master Plan - This plan recommended growth management measures for the designated growth area of the county which includes Woodsville, a minority neighborhood. The plan recommends the preservation of this neighborhood while permitting clustered commercial development around the intersection of St. Marys Road Extension and State Route 40. The County Land Use Plan also addressed growth and continued development in existing minority settlement areas.

Economic Development and Diversification Study - This study was prepared for the Kings Bay Impact Coordinating Committee and involved input from minority representatives and made recommendations which could benefit minorities through there implementation including: vocational training programs and federal procurement assistance programs and other economic development activities. The staff of the Kings Bay Impact Coordinating Committee has pursued these recommendations specifically through various avenues with special emphasis on the need to train persons who currently live within the Kings Bay area in order for these persons to receive the benefits of future development within our area. In addition, the Impact Committee staff has assisted others in the implementation of these recommendations which have resulted in vocational training and higher education opportunities being offered in the area and a small business expansion which has involved minority hirings.

Educational Activities - no other single office of government in the Kings Bay area has attempted to involve minorities in educational activities and programs to the extent that the Kings Bay Impact Coordinating Committee has. An extensive network of subcommittees are open to minority participation; public hearings on each study conducted are routinely held; special subcontracting and procurement workshops have been sponsored on several occasions; and briefings have been offered. In addition, ALL MEETINGS OF THE KINGS BAY IMPACT COORDINATING COMMITTEE, ITS EXECUTIVE COMMITTEE, AND SUBCOMMITTEES ARE OPEN TO THE PUBLIC. WITHOUT A DOUBT, THE KINGS BAY IMPACT COORDINATING COMMITTEE OPERATES ENTIRELY WITHIN THE SUNSHINE.

County Detention Center - The staff of the Kings Bay Impact Coordinating Committee worked with the Jail Advisory Committee and the Board of County Commissioners in defining and selecting site alternatives for this planned facility. An alternative site with higher development costs in the vicinity of a minority neighborhood was removed from consideration after a public hearing which many blacks attended and where they voiced concerns.

ST. MARY'S AIRPORT AUTHORITY

STATEMENT OF FARRELL THOMAS, CHAIRMAN, ST. MARY'S AIRPORT AUTHORITY

RECESS

Senator MATTINGLY. Is Mr. Thomas here?

Mr. THOMAS. Thanks for letting me stand up for a minute. I was about to grow to that chair.

Mr. STEVENS. Why don't we all sort of take—we've had about an hour and 45 minutes now. Why don't we take a seventh-inning stretch?

[CLERK'S NOTE.—A 3-minute recess was taken.]

EFFECT OF BASE ON LOCAL AIRPORT

Senator MATTINGLY. All right. If we can, we'll now let Mr. Thomas, who is the chairman of the St. Mary's Airport Authority, make his statement. Mr. Thomas.

Mr. THOMAS. Mr. Chairman, Senator Stevens, thank you for the opportunity for input relating to construction of the Trident sub base. I will say first that I, personally, support the efforts being made on the part of the Navy. Even while serving 10 years in the Navy Air Reserve. I have always been a Navy man.

In my position as chairman of the St. Mary's Airport Authority, however, I can only say the sub base has had an adverse impact on our local airport. Last summer I met with both Capt. Jim Greenwald and Capt. Frank O'Vern to review with each of them our plans for future improvements at the airport. I asked each one if the base would affect the airport, and if there was anything going to happen later that it would help for me to know about. The responses I received were both negative.

AIRPORT IMPROVEMENTS

The authority proceeded with its plans to make improvements on the airport. While in progress of finalizing the first phase of improvements, the risk determination study came up. We had two good FBO prospects to withdraw from consideration because of the rumors to either change or close the airport.

My first response was "No, the Navy wouldn't do that." So the authority changed its directions for improvements. The decision was made to sell revenue bonds to finance portions of improvements. Our attorney informed us that would be impossible for us to do until the study results were completed.

FUEL SALE AND HANGAR RENTAL

Here we are today, no fuel to sell and no hangars to rent. Almost on a daily basis, I have to try and explain why we do not have fuel for sale now and when we will have it. I have had five or six inquiries as to hangar space, which is what brings based aircraft in.

My response now is we were ready 3 months ago to make these improvements, but we've had to wait. One irate citizen suggested that the Navy build a short air strip next to the missile assembly building. If an aircraft had problems, then he could just land there.

RISK DETERMINATION STUDY

I understand how these things can take a long time to reach a determination. In the meantime, however, the airport just sits there and waits. Your help in reaching a positive conclusion in this matter would be appreciated by the airport authority. I refer specifically to the results of the risk determination study being handled, I believe, by Booz Allen & Hamilton for the Strategic Systems Program Office.

From what I understand, also, Senator, this study has been going on for over a year, and it has just brought the airport to a halt as far as the improvement goes. Is there anyone here in attendance today that could give us updated progress on this study?

Senator **Mattingly**. I don't know whether the Navy has any information or not. They can probably get it for you. They can probably find that out for you very soon. The study probably had an expiration date on it, I'm certain. Do you know, Commodore?

STATUS OF STUDY

Commodore **Malley**. I can tell you that the study has now been signed out by our office, Naval Operations Office, going by the Chief of Naval Material Command asking for a determination based on the results of the study. So the study has reached the end of the study phase, and now is at the determination phase seeking a decision.

Mr. **Thomas**. Is there any time estimate on when we would know?

Commodore **Malley**. I can't speak for the commands they're going through. We've asked for a rapid turn around recognizing the problems you have down here.

Senator **Mattingly**. I will make a point of trying to see if we can get a response. Not that the Navy is not fast or we're not fast, but sometimes when you ask, it expedites it. You have now asked.

Mr. **Thomas**. I have left you for the record, too, a summary of what I propose for the airport authority and the mayor and council for improvements at the airport, which would back up some of this.

AIRPORT RUNWAYS

Senator **Stevens**. What kind of runway do you have down there now?

Mr. **Thomas**. We don't have a crosswind one. Apparently the Senator couldn't land yesterday because of the wind.

Senator **Mattingly**. No; I could land. I did land. I was late.

Mr. **Thomas**. You did. Well, that's good.

Senator **Mattingly**. It wasn't because of the wind. I think it's the same runway they've got on Jekyll, isn't it?

Mr. **Thomas**. Yes, sir.

Senator **Stevens**. You have a single strip?

Mr. **Thomas**. Yes, sir.

Senator **Stevens**. How long?

Mr. **Thomas**. It is 5,000 feet, displaced on both ends.

Senator **Stevens**. It's paved?

Mr. **Thomas**. Yes, sir. It's for the military base here. They were trying the runway. We just have one active now.

Senator **Stevens**. Where is the nearest airport to it? How far?

Mr. **Thomas**. Jacksonville, other than ours.

Senator **Stevens**. What are you asking for?

Mr. **Thomas**. The results of this study.

Senator **Stevens**. What kind of runway are you seeking?

Mr. **Thomas**. We're not seeking anything, just the results of that study. We're ready to make the improvements ourselves, but, as I mentioned in here, it would be impossible for us to sell revenue bonds with the cloud hanging over the risk determination study. We've already had two possible fixed space operators to decline to even talk any further about it because of the rumors that the airport was going to be closed.

Senator **Stevens**. Are you waiting for the Navy to tell you what they want, or are you looking at the community to find out what the community wants?

Mr. **Thomas**. No, sir, we're waiting for the Navy to give us the results of the risk determination study so we, hopefully, could go ahead and make improvements at this airport here. We want the airport to stay here.

Senator **Mattingly**. It is evidentally almost to the conclusion stage, so we will make your opinion noted to this committee, but we will also try to expedite it, see if we can't get a response to it right away.

Senator **Stevens**. I don't understand. The Navy is taking a look at what you've got there to see whether they can use it and expand it?

Mr. **Thomas**. No, sir.

IMPACT OF FLIGHT PATTERNS ON BASE

Senator **Mattingly**. I think it's probably what impact it may have on the facility itself, the flight patterns and things.

Commodore **Malley**. That's correct. The concern is that the weapons facility, itself, is right off the end of the runway, at about, what, 3,000 to 4,000 feet—8,000 feet to the end of the runway. The question is, does that pose any sort of a risk to the facility where you're processing the Trident missile.

Senator **Stevens**. The Navy doesn't have any plans to build an airport down there itself, does it?

Commodore **Malley**. No, sir.

Senator **Mattingly**. We'll get it for you.

Mr. **Thomas**. Thank you, sir.

Senator **Mattingly**. We'll make the rest of your statement part of the record, and thank you for, once again, bringing it to our attention.

Mr. **Thomas**. Yes, sir.

Senator **Mattingly**. We will turn the crank a little bit more on it.

[The statement follows:]

SAINT MARYS AIRPORT AUTHORITY
Saint Marys Airport Authority

January 20, 1985

TO: Mayor Ward Hernandez and Council members
Members, St. Marys Airport Authority
Grover Henderson, Attorney
From: Farrell S. Thomas, Chairman
Subject: 1984 Annual Report and Financial Report
Projections for Progress in 1985
Enclosures: November & December minutes and Financial Reports

The St. Marys Airport Authority began 1984 with 2 (of 5) new members. We were immediately confronted with a significant change, in that our Fixed Base Operator, intended to sell his lease to Jim Adamson. He (Bob Routh) was within his rights and the Authority wished him well, agreeing to help the new operator in any way possible. This, we did. However, because of non performance to the terms of the agreement, the lease with Jim Adamson was cancelled in July. In an unprecedented move to be fair, the Authority granted Mr. Adamson a second change to comply with the terms of the agreement.

This he also failed to do, so the Authority notified Mr. Adamson to cease doing business at the Airport, locked his doors, and took over operation of the Airport. We had fuel for sale and an aircraft to rent. When the fuel was sold, however, we could not replenish our supply. Since our tanks only hold 3,000 gallons and no supplier would sell less than

4,000 gallons, we were unable to have fuel available at the end of 1984.

As to the lawsuit against the Authority, for $15,000. filed by Bob Routh, it was dismissed by the Judge of the Superior Court of Camden County. Mr. Routh has appealed to the Georgia Court of Appeals. We anticipate the ruling by the local Judge will be upheld.

There has been a continuing problem of vandalism on the runway lights at the Airport. A personal check by me last week showed only 7 lights in working order. We addressed ourselves to this problem and located another security trailer on the north end of the airport. The police patrol the area 4 times each 24 hour period.

Before Macon Sammons left, he applied for a State grant for a new rotating beacon, and to repair the runway light damage. This grant was approved in late December for a total amount of $5,923.00, our share being 25% of that.

Phase I of the security fence project was completed covering the east side of the main runway.

The Authority advertised for a Fixed Base Operator at the Airport. We had several inquiries with 2 parties advocating improvements. Feeling that none of the parties were qualified the Authority voted unanimously in November not to seek an FBO at this time and to operate the airport itself, make the necessary improvements and at a later date, possibly seek a responsible, reputable operator.

Some plans and ideas for these improvements are covered in the Projections for Progress in 1985.

To summarize, we feel we had a good year. We made progress with our future plans and was successful in solving some nagging problems. I would like to recognize the Authority members and thank them for the numerous hours of meetings and telephone calls and preparation. They are truly concerned citizens. I would also like to thank the City employees for their invaluable assistance. We are proud to be associated, in a small way, with such good people.

Projections for Progress in 1985:

If you have not visited the airport recently, I would like to ask each of you to drive out and take a look at it. We have as good a local airport as you will find anywhere. A newly resurfaced 5,000' runway. A new $66,000 runway lighting system, newly paved ramp space and most noticeable, antiquated facilities.

The City had the vision and forethought to establish an Airport Master Plan in 1974 covering improvements and expansion plans for 20 years from 1973-1992. There were 27 separate recommendations in 3 phases. In Phase I Construction suggested for 1973-1977 there were 10 steps. Only 3 have been completed. In Phase II Construction suggested for 1978-1982 there were 6 steps. Only one has been completed. In Phase III Construction suggested for 1983-1992 there were 11 steps. Only 1 has been completed. What this means is, we are 6 to 10 years behind in developing the airport. With only the basic improvements, the estimated cost is in excess of $250,000., and these will not catch us up with those recommended in the Airport Master Plan. But, that will be a step in the right direction.

I am therefore, going to recommend to the Authority that we take whatever steps necessary to accomplish these needed improvements. To pay for these improvements I will suggest the selling of revenue bonds to cover the major improvements, in order to ammortize them over a period of 10 years or so. To cover the cost of the immediate improvements I will suggest we sell a portion of the 25± acres set aside for future airport related commercial property. Three parties have already contacted me that are interested in purchasing approximately half of that tract. For access to the property, I will propose a road be cut & improved from the water tank area at the airport, due east to Point Peter Rd. This would provide economical footage for needed water and sewage expansion and quick access to Point Peter Rd for the new fire station to be built at the airport. With the sale of property mentioned above I anticipate an income of $75,000-$100,000. on 10-12 acres With a zoning of light industry - commercial we could have a total of 10-12 tracts with 1.5 to 2.0 acres each, with restrictions comparable to the Industrial Park.

One of the interested parties would cut an improved road, from Osborne Rd to the new proposed road, at his expense. Of course, this planned development would add greatly to the St. Marys tax base and would enrich the prestige of the area just as the Industrial Park has done. We are aware there are many details to be worked out and decided upon, but with your help I'm sure we can overcome the obstacle It appears the airport has been a liability to the city for many years. I think it's time we converted it to an asset not only with it paying it's own way, but contributing, eventually, to the General Fund.

If, for some reason, we are unable to sell the before mentioned property, and use those funds for airport improvements, our alternatives will be limited to revenue bond sales or taking it out of the General Fund. I might add that most of the improvements needed now would be without grant participation from the State or Federal governments.

I will atempt now, to bring you up to date on possible revenue producing activities being sought after for our airport. I have had numerous requests for hangar space, both for transients and for permanently based aircraft. Our projection is, we would be able to fill up 12 T-Hangars within 12-15 months. There again, the old business phrase "You can't rent'em if you ain't got'em." We expect a proposal in February 1985 from a party that wants to lease enough space to store (or park) up to 180 aircraft. This party is bidding on a government contract to store all aircraft seized by the government while pursuing illegal activities. This alone would be a tremendous boost both in the needed activity (operations) and the revenue turnover for the airport Another interested party would lease a 100'x150' hangar and would provide aircraft maintenance and aircraft sales with an auction every 3 months bringing in dealers and buyers from all over the southeast.

And we haven't even started advertising yet!

There are a multitude of other matters we will address ourselves to also, during the coming year. Such as supporting the new fire station to be constructed and co-operating with the leadership to insure a first class facility and a smooth transition. We need to attack the vandalism problem, as it has already cost us several thousand dollars in runway light repair. We will work with the Fire Department to develop quicker access to the back side of Palmetto Dr. after the move. We will work with the Navy and OICC in an effort to resolve any problems or conflicts that may arise in the future. We support the Navy's move to Kings Bay and understand their concern for safety and security. We believe that amiable and reasonable solutions can be agreed upon, in all questions, if all parties have an open mind and exert a spirit of cooperation. We will support the efforts of Chairman Donnie Hanner and members of the Industrial Development Authority in reaching their ultimate goals. We will exercise our easements for topping trees on each end of the main runway in order to have a safe approach for landing and to fully utilize our 5,000' runway

We are already in the process of compiling and issuing a comprehensive set of Airport Rules and Regulations. These will cover, control and regulate all activities at the airport including both commercial and non-commercial activity. Also, in the future, as the airport increases it's daily operations, we must be aware of, and contend with and reach solutions for, problems arising from increased noise due to more activity and from larger aircraft using our facility.

We begin 1985 with optimism, enthusiasm, and a spirit of open-mindeness, with an agressive attitude of meeting, challenging, and overcoming the obstacles that might confront us.

We have but one goal, to have the very best airport, anywhere --- what else is there!

We pray that you have the same goal.

Thank you
Farrell S. Thomas
Chairman

Also copies to
Capt. Greenwald, OICC
Donnie Hanner
Gordon Moss-Mayes, Sudbeth & Etheridge
Walter Bauer -- FAA

mayes, sudderth & etheredge, inc. *Engineers-Architects-Planners*
1786 THE EXCHANGE · ATLANTA, GEORGIA 30339 · 404-952-0011

January 14, 1985

#1, 2, +3 $202,976.
SEE BOTTOM * 40,000.
TOTAL NEEDED NOW $ 242,976.

Mr. Ferrell Thomas
418 Osborne Street
St. Marys, Georgia 31558

RE: St. Marys Airport
MSE Project No. A72502

Dear Ferrell:

The following cost estimates are furnished for proposed construction items at your airport.

1. Admin. Bldg. 40' x 40' - Concrete Block Bldg., slab on grade, storage room, office area, restrooms, air conditioned @ $45/sq. ft. = $72,000.

$130,976.

2. 12 unit T-Hangar, 41'-2" door opening, 32'-0" deep (conc. floor) - 416 x 35.5 @ $7.00 = $103,376. Lighting of units with service and floods should cost approximately $3,600. $106,976.
3. 2 T-Hangar Taxiways, 550' x 20', 6" stone base, 1-1/2" asphalt surface, centerline marking = $24,000.

~~4. VASI-2 on R/W 4 and 22 end @ $10,000 each = $20,000.~~ CAN COME IN 1986-87

The estimates are based on current bids that have been recently received in the South Georgia area.

I believe these are the items we discussed, with the exception of the cost of the tree clearing in the approaches. According to the ALP you have easements over the approaches and it is just a matter of topping the trees.

If there are any questions or if I can be of further assistance, please call me.

Sincerely,

MAYES, SUDDERTH & ETHEREDGE, INC.

Gordon

Gordon T. Moss, P.E.

GTM/mp

* FUEL TANKS, PUMPS, AND ADDITIONAL RAMP PAVING = $40,000.

PHASE I CONSTRUCTION
(1973 – 1977)

1. Purchase Easements for Runways 4-22 and 13-31.
   Purchase air easements over sixty acres of land in the approaches to the runways. Clear the trees in these areas that are obstructions to the approach surfaces.

2. Strengthen Runway 13-31 and Parallel Taxiway.
   Rehabilitate and strengthen 3,200 feet by 60 feet of Runway 13-31 giving a pavement strength of 15,500 pounds gross single wheel load. Strengthen 3,900 feet by 40 feet of the parallel taxiway to 15,500 pounds gross single wheel load.

3. Pavement Marking.
   Shoulder marking of Runways 4-22 and 13-31 and closed runway markings for Runways 1-19 and 8-26. Approximately 60,000 square feet of painting.

4. Runway and Taxiway Lighting
   Installation of medium intensity runway and taxiway lights (MIRL and MITL) on Runways 4-22 and 13-31 and the parallel taxiway for Runway 13-31.

5. Install Segmented Circle and Lighted Wind Cone.
   Install a segmented circle with a lighted wind cone northeast of the intersection of Runways 4-22 and 13-31.

6. VASI–2 for Runway 4-22 and Runway 13-31
   Install-visual approach slope indicators (VASI–2) for Runway 4-22 and Runway 13-31.

7. Construct Apron Area.
   Grading and paving of 11,800 square yards of apron area with a pavement strength of 12,500 pounds gross single wheel load.

8. Airport Access Road
   Grading and paving of 1,100 feet of 20-foot wide access road from Georgia State Route 40 to the terminal area.

9. Automobile Parking
   Construction of approximately 1,400 square yards of automobile parking near the apron. Includes grading, paving, curbing, drainage, and marking.

10. Construct Fixed Base Operator Hangar.
    Construct a 100-foot by 100-foot hangar building to serve the fixed base operator.

PHASE II CONSTRUCTION
(1978–1982)

1. Construct Parallel Taxiway for Runway 4-22
   Grading, paving and drainage of a 4,000 foot by 40-foot parallel taxiway for Runway 4-22 with a pavement strength of 12,500 pounds gross single wheel load.

2. Taxiway Lighting
   Installation of medium intensity taxiway lights (MITL) on the proposed parallel taxiway for Runway 4-22.

3. Administration Building
   Construct a forty-foot by forty-foot airport administration building.

4. T-Hangars
   Construct two T-hangar buildings, which will provide space for 12 aircraft, between the west edge of the apron and Runway 4-22. The buildings will be 190 feet long and 30 feet wide.

5. T-Hangar Taxiways
   Grading, paving and drainage of 900 linear feet of twenty-foot wide taxiway to serve the proposed T-hangar buildings.

6. Corporate Lease Hangars
   Construct a 100-foot by 100-foot hangar building behind the T-hangars to serve as a corporate lease hangar.

PHASE III CONSTRUCTION
(1983–1992)

1. Strengthen Runway 4-22
Strengthen to 30,000 pounds gross single wheel load 4,875 feet by 100 feet of Runway 4-22. Extend medium intensity lighting system to serve the entire length of the Runway.

2. Extend Parallel Taxiway for Runway 4-22
Grading, paving, and drainage of a 1,200 foot by 40 foot extension of the parall taxiway for Runway 4-22 with a pavement strength of 30,000 pounds gross single wheel load. Strengthen existing parallel taxiway to 30,000 pounds. Extend the taxiway lighting system.

3. Expand Runway 13-31 and Parallel Taxiway
Rehabilitate and strengthen 800 feet by 75 feet and 3,200 feet by 15 feet of Runway 13-31 to a pavement strength of 15,500 pounds gross single wheel load. Strengthen 1,250 feet by 40 feet of the remaining portion of the parallel taxiway to 15,500 pounds to serve the 4,000 foot Runway. Strengthen the eastern half of the parallel taxiway (2575 feet by 40 feet) to 30,000 pounds as this will serve aircraft from Runway 4-22. Extend the runway and taxiway lighting systems.

4. Construct Apron Area
Grading and paving 11,800 square yards of apron area, with a pavement strength of 30,000 pounds gross single wheel load, extending the existing apron in an easterly direction parallel to the parallel taxiway of Runway 13-31. Strengthen existing apron area to 30,000 pounds gross single wheel load.

5. Construct Fixed Base Operator Hangar
Construct a 100-foot by 100-foot hangar building to serve a second fixed base operator.

6. Non-Directional Beacon
Install a non-directional beacon (NDB) as indicated on the Airport Layout Plan to provide "homing" guidance for aircraft with automatic direction finder (ADF) equipment.

7. VASI–4 for Runway 4-22
Improve the VASI–2 systems in Runway 4-22 to VASI–4 to serve Basic Transport Aircraft.

8. T-Hangars
Construct two T-hangar buildings, which will provide space for 12 aircraft, east of the proposed apron expansion. The buildings will be 190 feet long and 30 feet wide.

9. T-Hangar Taxiways
Grading, paving, and drainage of 1,200 linear feet of twenty-foot wide taxiway to serve the proposed T-hangar buildings.

10. Corporate Lease Hangar
Construct a 100-foot by 100-foot hangar building behind the T-hangars to serve as a corporate lease hangar.

11. Automobile Parking
Construction of approximately 1,300 square yards of additional automobile parking near the apron. Includes grading, paving, curbing, drainage, and marking.

FACILITY CONSTRUCTION

Senator **Stevens**. Let me ask one question. Is that facility already there? The strip is already there, but is this facility that is going to be jeopardized--this risk facility, is that already built?

Commodore **Malley**. No, sir; the land has been cleared for it, though, and it's the only place it could be sited at the facility, itself, right now.

Senator **Stevens**. It's the only place?

Commodore **Malley**. Yes, sir.

Senator **Stevens**. We'll go back in and take a look at that map again.

CLOSING REMARKS OF SENATOR MATTINGLY

Senator **Mattingly**. Good. Thank you very much. I believe that concludes all of our witnesses from the Navy and the local witnesses, too.

Let me say, I am pleased with the testimony we have heard today, and I am also very pleased that we ended up on time, which is sort of unusual. I want to thank each of the witnesses for their presentations, and I can assure you that each of you has provided valuable information to the subcommittee which will help us as we continue the budget review process for fiscal year 1986, both on military construction and defense. It is possible that after we review some of the statements you had in there, we'll even ask further questions than the written questions that we currently have.

I am particularly pleased with the continued good relationship between the Navy and all the local governments here. I am fully aware that problems arise from time to time, but I know that everyone is working toward a single goal of making Kings Bay the finest naval base in the world and a showplace for the best in military construction planning and design. We all know that the Georgia coast—Admiral Jones knows it as well as I do—it's a wonderful place to live.

I would like to thank my colleague from the great State of Alaska for being here. I might note also that the last Trident submarine, I believe, to be launched was the U.S.S. *Alaska,* of which his wife was the one that christened it, I believe. Isn't that true?

Senator **Stevens**. Yes.

Senator **Mattingly**. So we are very close, and I hope that he's leaving with a better understanding of Kings Bay and its impact on this area. Ted, I really appreciate your being here today. Do you wish to make any concluding remarks?

CLOSING REMARKS OF SENATOR STEVENS

Senator **Stevens**. I, again, want to emphasize the fact that this is a large target in the two appropriation bills. I think that the people in the community ought to be aware of the fact that in budget years that we have ahead, particularly the next 3, they are the toughest budget years that we will face for the Department of Defense.

That being the case, it's really my urging to you, particularly those of you who are managing this project, to come forward and tell us where we can defer some of the funds requested. Because if we don't reschedule them, someone else will cut them. In my judgment those of us in Congress who are in favor of maintaining the defense modernization program are nearly in the minority. All we need is one or two significant examples of waste or something else that would come out during the consideration of this defense budget, and we could lose substantially.

So it's up to you if you really want this base to continue and to be the kind of facility that Senator Mattingly has described. It will be, I think, probably the largest base in terms of financial expenditure as anywhere in the free world. If it is going to be on schedule and it's going to be completed and fulfilled in the fashion that we would like to have it fulfilled, we've got to have cooperation as far as rescheduling some of these expenditures. Otherwise, we just might not get the money to expend.

I urge you to review it and review it, and with due respect, Admiral, I've never seen anything involve $1 billion that couldn't have some money rescheduled, that didn't involve some effort that could be postponed for a few years. I think it's incumbent upon you all to do that, so that we will have the tightest case possible to argue for the expenditure of the funds when the bills come before the Congress this year.

Thank you, my friend.

HEARINGS TO SUPPORT BASE CONSTRUCTION

Senator MATTINGLY. Thank you. Just to add onto that, for those of you who are not familiar with hearings. Some hearings are held, I think, for purposes other than trying to find out information. This has been a good hearing. The idea of the questions and the point of the questions are to make certain that the defenses of our country are strengthened and structured properly. You have been a viable asset in that today.

What Senator Stevens and I are trying to do is to make sure that when those adversaries of programs such as this or any other program come about, that we've got the "I's" dotted and the "T's" crossed and everything is plugged in to where we're confident and you're confident of what we have in these programs. As he said, if something can be deferred, and we were talking about incremental funding without impacting IOC, that is exactly what we want to do. I think that's what you want to do, and I think that's what the people of our country expect to happen. I just want to thank you.

And I also want to thank Capt. Jim Greenwald, especially, and his staff who were really kind—have always been kind to us down here, but to let us use this room and setting up for us today.

CONCLUSION OF HEARING

And on that note, everybody always likes to hear this in Washington, DC, that concludes the meeting.

[Whereupon, at 12 noon, Wednesday, February 13, the hearing was concluded and the subcommittee was recessed, to reconvene at the call of the Chair.]

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